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OF THE

RAILROAD AND WAREHOUSE COMMISSION

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DOCUMENTS

Railroads, for the Year Ending June 30, 1899. Grain Inspection Department, October 31, 1899. Office Expenses, December 1, 1899.

OFFICE OF
The Secretary of State,
INDEX DEPARTMENT.

COMMISSIONERS:

CICERO J. LINDLY, Greenville, Chairman.

JOSEPH E. BIDWILL, Chicago.

CHAS. S. RANNELS, Jacksonville.

WM. KILPATRICK, Chicago, Secretary.

Jos. J. Joy, Springfield, Asst. Nec'y

FRANK G. EWALD, Chicago, Consulting Engineer.

SPRINGFIELD, ILL.: PHILLIPS BROS., STATE PRINTERS. 1899.



REPORT OF THE COMMISSION.

Office of Railroad and Warehouse Commission, Springfield, Ill., Dec. 1, 1899.

To his Excellency, John R. Tanner, Governor of Illinois.

Sir:—In accordance with the mandates of the statutes of Illinois creating the Board of Railroad and Warehouse Commissioners, we take pleasure in submitting to your Excellency the Twenty-ninth Annual Report of the Railroad and Warehouse Commission of Illinois, and the third report of the present Commission.

The delay in issuing this report has been caused by an effort on the part of the Board to secure a strict compliance with the form of reports sent out to the railroads by this Board, so that we might present to you the most complete and accurate statistics that have ever been secured for the report of this Board in the State. The effort to accomplish this has led to an immense amount of correspondence, and we believe that the benefits derived from our efforts in this direction will be permanent, and that through these efforts we have reached an understanding with the various railroads of the State as to what the law requires them to report, so that in the future no delay will be necessary.

The statistical tables contained in this report are made to cover the fiscal year beginning June 30, 1898 and ending June 30, 1899. The past year has been a very prosperous year to the railroads of Illinois, as will be seen by comparing the statistical tables of this report with those of last year. For your convenience and that of the public we will briefly summarize these comparisons.

MILEAGE.

The total mileage in the State of Illinois, including all tracks is 16,417.87, which is an increase over 1898 of 228.11. This mileage represents the steam railroads of the State, and the increase represents the increased mileage of steam roads.

We have compiled the statistics of the elevated and inter-urban lines in separate tables for the convenience of the public, and that greater accuracy might be secured.

The total mileage of elevated and inter-urban lines reporting to this Commission is 97.06 miles. It is impossible to make a comparison with last year's table as to the increase of mileage of these roads because a special effort has been made this year to have the reports of all of the roads of this character compiled separately.

Notwithstanding the fact that the total mileage of railroads in Illinois is larger than that of any other State in the Union, several new roads have been projected and some completed.

We desire at this time to again call your attention to the recommendations of this Board in last year's report in regard to the necessity of the passage of a proper law giving the commission power to determine as to the advisability of constructing new lines as set forth in our report to your Excellency in 1898.

RAILWAY CAPITAL.

The total capital of the steam railroads of Illinois at the close of the fiscal year June 30 1899 was \$3.038.929.990.00, which shows an increase for the year 1899 over that of 1898 of \$319,318,244.00.

The total railway capital of the elevated and inter-urban lines, for the year ending June 30, 1899, reporting to this Commission is 875,926.552.00.

The total increase in capital stock, funded indebtedness and current liabilities, which is included in the term "Railway Capital" for the year 189 over that of 1897 was 867,37,573,00. This increase includes that on steam, elevated and inter-urban lines reporting. The increase of railway capital of steam, elevated and inter-urban railroads for the year 1899 over the year 1898 is 837,364,927,00.

The total railway capital per mile of line of the steam roads for the year 1899 is \$67,617.00.

The total railway capital per mile of line of the elevated roads for the year 1899 is \$2.316,350.00.

The total railway capital per mile of line of the inter-urban roads reporting for the year 1899 is \$66,666,00.

The large amount of railway capital per mile of line of the steam roads can be partially accounted for by the expensive terminals it has been necessary for the roads to secure in the various large railroad centers, three of which are in Illinois, viz: Chicago, East St. Louis and Peoria, and also by the high capitalization of terminal railroads or belt lines in the State, but principally by the manipulations and watering of stocks.

INCOME ACCOUNT—WHOLE LINE.

The gross earnings from operation of all roads entering the State of Illinois for the fiscal year 199 is \$408,580,555.00, which is an increase of gross earnings over the fiscal year of 1898 of \$67,248,805.00. This is of the steam lines entering the State. Adding to this the increase of elevated and inter-urban lines, which is \$58,387,700, and we have a total increase in the gross earnings for the fiscal year 1899 of the steam, elevated and inter-urban lines over the fiscal year 1898 of \$67,832,632,00.

This shows an increase for 1899 over the fiscal year 1897 of \$110,259,187.00.

This is the best evidence obtainable of the worderful and unparalleled activity in railroad business during the past two years, and is one of the best indices to the unparalleled prosperity of the country, because the railroads are the arteries of commerce.

The operating expenses of the steam roads for the fiscal year of 1899 was \$44,393,463.00 more than for the year 1898.

The total income from operation of the steam roads entering this State was \$22,772,923.00 more than was the income of the same roads in 1895. There was a small increase in the total income from other sources, and of the expenses assignable to fixed charges.

The net income of the same roads for the year 1899 was \$16,743,-168.00 more than for the fiscal year 1898, which more than doubles the increase in net earnings of those roads for the year 1898 over that of 1897. This showing must be very gratifying to all interested in railroad business in this State, because the vast amount of money expended in the betterment of the road bed, structures and equipment has far exceeded that of any other year since the Commission was organized.

DIVIDENDS PAID.

The dividends paid by the steam roads entering this State for the year 1899 amounts to \$32,977.576.00, and is an increase over the dividends paid for the fiscal year of 1899 of \$6,077,746.00, which clearly indicates a better return for railroad investments than has been received for a decade of year.

The only dividends paid by elevated or inter-urban lines in the State was paid by the South Side Elevated, which was a dividend of one per cent on common stock, or a total of \$103,238.00.

INCOME IN ILLINOIS, (PASSENGER).

In the report of last year the passenger department showed an increase over 1897 of \$1,214,870.00. It is with pleasure that we report that there is an increase in this department this year over the year 1898 of \$1,908,889.00; and that the total income for the fiscal year 1899 from the passenger department, including mails, express, etc., is \$23.062,797.00.

The deduction made from the statistical tables compiled from the reports made to us by the various roads is indeed unfair, as regards the earnings in the State of Illinois. The Board made streuuous efforts to induce such lines as the C. B. & Q., the Wabash and some of the other large systems entering this State to report to the Board the actual earnings in the State of Illinois, or earnings on train mileage basis where actual earnings could not be given, but they contended that it was impossible to do so, for the reason that their train mileage was not kept by states, and that the only way in which they

could impart this information to the Board was by apportioning it on a track mileage basis, which is eminently unfair and grossly incorrect, because the densely populated State of Illinois through which these roads operate is thereby placed upon the same footing as the thinly settled states and territories through which their lines extend. Anaccurate report along the line indicated would largely increase the figures shown above and would give us an accurate accounting of the passenger traffic in the State of Illinois.

The total earnings and income of the elevated and inter-urban lines reporting was 83:510.143.00. No comparison can be made with earnings from these lines in previous years, because this is the first year we have separated the statistical tables of the steam roads from the elevated and inter-urban lines reporting.

FREIGHT.

It is a great satisfaction to this Board to have the pleasure of reporting to your Excellency that the freight departments of the various roads doing business in the State of Illinois show an increase of earnings over last year. The freight and miscellaneous revenue show an increase in 1898 over 1897 of \$7,724,365,00. The increase in the freight and miscellaneous departments in 1899 over 1898 is \$2,465,765.00, giving us a total increase in two years of \$10,190,130.00. This is subject to the same criticism as the net earnings of the passenger department, for the reason that it is based in many cases upon a track mileage basis of the entire system of the roads reporting and doing business in this State instead of train, mileage basis, and it is only just to say that if an exact statement could be had of the freight business done in this State, it would largely increase these figures, which in all justice to this report should be done. As stated this report has been delayed by an effort on the part of the Board to enforce the State law requiring the roads to make a proper accounting, which we have failed thus far to accomplish.

TOTAL.

The total earnings and income in Illinois for the fiscal year ending June 30, 1899, was \$95,365,46200, which was an increase over the total earnings and income of the year 1898 of \$5,932,964,00. These figures speak more positively than we could in words of the gratifying results to those interested in ruliroad business for the year 1899.

Expenditures in Illinois.

Our report for 1898 showed that a very large amount of money had been expended during that year for the purpose of building permanent structures, for safety devices, in ballasting the roads and supplying them with heavier rails, and adding whatever was necessary to the equipment and bett-rment of the road bed, to enable the roads to handle the large increase of business. But notwithstanding the large amount of money expended for that purpose in 1898, the comparative tables for this year show that there was \$1,378,525.00

more expended for the purposes specified and for the general operation of the roads than there was for the fiscal year 1898. The total amount of expenditures in Illinois, in the aggregate, was the immense sum of 881,832,631,00. To this amount can be added the expenditures of the elevated and inter-urban roads in the State for the same purposes, which was 82,674,855,00, and we have as the sum total of expenditures in Illinois for operation, maintenance of way, equipment, etc., 84,507,486,00. It appears from the statistics in this table that the operating expenses is 63,68 per cent of the operating income.

Passenger Traffic in Illinois.

The figures shown in the comparative tables of this report in reference to passenger and freight traffic in Illinois, for the same reasons as those stated in relation to earnings and income in Illinois of the passenger and freight departments, are very unsatisfactory and incomplete. We have delayed this report to try and perfect these tables with some degree of success and accuracy, so far as the report has been made. Some of the large lines make no report as to the number of passengers carried in Illinois, but with such data as we have been able to secure we find that the number of passengers carried by the roads reporting this information was 37,329,824; that the average distance carried was 23.93 miles; that the passenger earnings per mile was \$1,963.00, and that the average amount received from each passenger carried was \$0.48399. This is for the steam roads entering the State.

The number of passengers carried by the elevated and inter-urban lines was 60.961.400; the average distance carried was 0.50 miles; the average amount received from each passenger was 80.04978, and the earnings of these roads per mile was 870.574. This statement is absolutely correct so far as the elevated and inter-urban lines of the State are concerned, and is certainly complete.

FREIGHT TRAFFIC IN ILLINOIS.

The same statement in regard to the inaccuracy of the freight traffic in the State can be made as has been made in regard to the passenger.

Our report shows that the number of tons carried by the steam roads reporting to us was 73,335,755; that the average distance haul of one ton was 103.68 miles; that the average amount received for each ton of freight was 80,80007, and that the freight earnings per mile of road was 85,012.00. This is very satisfactory as compared with 1898, in so far as a just comparison can be made.

RAILROAD EMPLOYEES IN ILLINOIS.

The number of employees of all kinds as reported for the fiscal year 1599 in Illinois was 78.240, showing an increase over 1898 of 1206 employees. This is for the steam roads of the State. The employees of the elevated and inter-urban lines for 1899 aggregate 1,399.

These showings are very satisfactory when we take into consideration the large increase in the number of employees for the year 1898 over that of 1897 which was 9,513, which, when added to the increase of elevated and inter-urban roads makes a splendid showing in favor of the railroad employees of the State for the year 1899.

The aggregate amount paid to the employees of the steam roads in the State of Illinois for the fiscal year 1899 was 845,449,354,63; and the aggregate amount of increase in salaries paid to the employees of steam roads in the State of Illinois for the year 1899 over the year 1898 was 8563,469,19.

The aggregate amount of salaries paid to the employees of the elevated and inter-urban lines in this State was 8886.301.63. The total amount of salaries paid to the employees of the steam, elevated and inter-urban roads of the State was 846.335.656.26.

On all of the lines reporting to the Commission the entire number of persons employed within and without the State of Illinois for the year 1899 was 288,979; and their annual salaries amounted to the sum of 8164,972,143,15.

These figures show that at the close of the fiscal year ending June 30, 1899, there was employed on all of the roads doing business in Illinois, within and without the State, 54,441 more persons than were employed at the close of the fiscal year ending June 30, 189s; and that the salaries of employees of the roads reporting to this Commission had increased \$27,768,712.47 over the amount of salaries paid to the employees of the same lines for the year ending June 50, 1898. This is for the steam roads.

EQUIPMENT.

In comparative Table X will be found a detailed description of the equipment of the entire lines reporting to us and doing business in Illinois, and it may be of interest to compare some of those figures with the equipment table in last year's report. The total number of locomotives is 10,660. This shows an increase in the number of locomotives over that of 1898 of 1,324. The total number of cars in freight and passenger service reported for the fiscal year 1899 is 375,557, which shows a total increase in 1899 over 1899 of 57,548. The increase in the total number of cars and locomotives fitted with automatic couplers is 86,576. This speaks well for the efforts put forth by the roads to comply with the requirements of the Interstate Commerce Commission in fitting all cars with automatic couplers for the convenience and safety of the trainmen.

We take pleasure in reporting to your Excellency that it is worthy of note that there is not only an increase in the number of cars and locomotives, but there has also been an increase in the capacity of the cars, and a great improvement in the durability and safety of not only this increased equipment, but of almost all of the equipment of the roads, whereby the railroads are enabled to carry more tonnage per car of freight, provide greater comforts for passengers, and haul heavier trains at a higher rate of speed than heretofore.

The number of motors operated on the clevated and inter-urban lines reporting to this commission is: Passenger 136; switching 1; total 137. The total number of cars in use in passenger service on these lines is 436; in the company service 12; t.tal 448.

Our report in reference to the elevated and inter-urban lines is only given from the reports made to us by the elevated roads in Chicago and from one electric line running from Belleville to East St. Louis.

Rails, Ties, Ballast, Bridges, Etc., in Illinois.

It is shown by table X1 in our report that there was laid in the State of Illinois during the fiscal year 1899, 81,820.52 tons of steel; that the number of ties relaid during that period was 4.082,796. We beg to inform you in this connection that from an inspection of the roads made during the past year, that they have never been in as good condition regarding rails and ties as they are at the present time.

The number of stations in Illinois is 2,478; and out of the total mileage in Illinois there is only 1,962.53 miles unfenced. This is partially accounted for by the large terminals of the roads in the various large centers in the State.

It is also shown by this table that out of the total mileage in Illinois only 2.485.71 miles remain unballasted; that there are in the State of Illinois 4.047 railroad bridges whose aggregate length is 331.512.3 feet. And it is fair to say in this connection that the roads are replacing their wooden bridges as rapidly as possible with permanent structures of steel and masonry, which is in keeping with advanced railroad improvements.

The total number of trestles in the State is 7,196, with an aggregate length of 594,643.3 feet. This is much less than it was last year, being a decrease of 106,881.4 feet, and as fast as these trostles need renewal, whenever it is possible, a great many of the roads are filling them up or replacing them with modern structures.

Crossings.

The total number of highway crossings in the State is 13,490; of this number only 339 are overhead highway crossings. This will account in a large measure for a great many of the accidents in the State. The total number of street railway crossings is 297. Some of the most serious and fatal accidents that have occurred during this year have occurred at these crossings, where street cars are run at grade over railroads without any safety appliances for their protection. That the powers of this Board should be extended by the Legislature to enable them to protect these crossings can not be denied

The total number of railroad crossines in the State is 1.108. Out of this number we are sorry to report that there are only 83 overhead crossings, but we are pleased to report that these crossings are being rapidly protected by interlocking safety appliances, examined and approved by this Board.

Accidents in Illinois.

The total number of passengers killed during the year ending June 30, 1899, on the steam railroads in Illinois was 21: injured 172. This is an increase over the number killed for the year ending June 30, 1898, of 10 killed and 31 injured. The total number of employees killed on steam roads during this fiscal year was 199; injured 1,777. This is an increase over the number killed during the last fiscal year of 35 killed and 18s injured. The total number of trespassers killed on the steam roads in the State for the fiscal year 1899 was 472 and injured 482. This is an increase over last year of 1 killed and 39 injured. This increase in the number of passengers and employees killed during the year can not be accounted for in any other way than by train accidents, but the effort has been made to secure every safe-guard that it has been possible for the safe operation of the railroad systems of this State.

The number of people killed at highway crossings this year was 92, and the total number injured was 107. This is a decrease from the number killed last year of 7, and a decrease of the number injured of 7, which is a result of railroads placing at highway crossings electric bells and gates as a warning to the traveling public of the approach of trains.

The accidents on the elevated and inter-urban roads in the State was total number killed 8, and injured 44. And when it is taken into consideration that these lines carried 60,961,400 passengers during the fiscal year 1899, the small number of killed and injured will show how beneficial are the safety appliances used by these roads and how careful the management has been.

Taxes Paid in Illinois.

The total amount of taxes paid by the steam railroads in the State of Illinois for the fiscal year 1899, was \$4,663,70,004, which shows an increase in the taxes paid over 1898 of \$88,390,51.

The taxes paid by the elevated and inter-urban roads reporting to this Commission for the fiscal year 1899 was 896,902.37.

COMPLAINTS.

Several questions of importance have been brought before the Board for determination during the past year in the form of complaints. One of the principal causes of complaints was a failure on the part of the roads to properly comply with Rule 23 in the schedule of reasonable maximum rates of charges, which is as follows:

"The reasonable maximum rate for switching loaded cars for distances not exceeding three miles shall be two dollars per car. Switching includes the hauling of loaded cars from the station yards, side tracks, elevators or warehouses, to the junctions of other railroads when not billed from stations on its own road to said junctions, and from junctions of other railroads to the stations, side tracks, elevators and warehouses, situated on the tracks owned or controlled by the railroad company doing said switching; it is that transfer charge ordinarily made for moving loaded cars for short distances for which no reguler waybill is made, and which do not move between two regularly established stations on the same road."

Three or four important complaints have been heard by the Commission and decisions rendered which we think covers entirely all questions that can possibly be raised in regard to a strict construction of this rule, and we respectfully call your attention to the decisions printed in full in another part of this report.

This year more than ever, many complaints have been filed in regard to the supply of cars for shipment, claiming discrimination in favor of other shippers at the same locality. This is a question of great importance to the railroads and shippers of this country and one of the hardest problems for solution—the railroads claiming that many of the shippers held these cars an anwarranted length of time before unloading them, or in other words, using them for warehouse purposes for grain or other commodities shipped in them, causing congestion at the railroad centers of freight cars. This has, however, to some extent been relieved by the adoption of car service rules by the various companies, the enforcement of which has proved very satisfactory to the railroads; and when such rules have been clearly understood by the shipper, they have acquiesced in them. The adoption of the car service rules has resulted in relieving congestions of the cars at East St. Louis, Pecria, Chicago and other points.

It is unquestioned that the law requires a common carrier to furnish ears to transport commodities when properly tendered to them by the shipper, within a reasonable time, but at certain times of the year when there is a rush of business, it is impossible for them to furnish the cars at once for the shipment of the special commodity shipped at that time. It can not be denied that the strenuous efforts put forth by the railroads in the unparalleled competition for through freight to the seaboard has been the cause of the scarcity of ears for local use.

This question was submitted by this Board to the National Convention of Railroad Commissioners with the hope that that body, by the united effort of the representatives of all the states, would devise some remedy for this evil or present some solution of the problem in question.

The Board promulgated a new schedule of reasonable maximum rates of charges on which your Board has been working for almost two years. When complaint was filed by the shipper or railroad company, we made it a rule to notify both the shipper and the carrier, fixing a date at the most convenient place, where they could be

heard, and at the time and place fixed the reasons and objections were covered, and we uniformly arrived at what we thought a just classification of the article in question. After we had completed this schedule in this way, we submitted it for correction to the traffic managers of all the railroads of the State, and to many of the shippers interested, and after going over it carefully, we issued the new schedule of rates that are now in force in the State, which, we believe, are the most perfect that ever have been made, and are giving the greatest satisfaction. It is impossible, as you know, for a classification of 11.500 articles which are contained in a classification of reasonable maximum rates for this Board to satisfy every one or even make them without doing some injustice to some one interested. Whenever and wherever we find such a state or such a condition existing, we have and will take pleasure in remedying it, and wherever our attention has been called to inaccuracies in this schedule of maximum rates of charges, they will be speedily rectified.

Petitions.

As an evidence of the progressiveness of railroads in the State of Illinois, we desire to call attention to the large number of petitions that have been filed before this board for the purpose of interlocking grade crossings already in existence so as to secure greater safety to the traveling public and greater convenience to the railroad traffic. These petitions represent only a small portion of the number of devices of this kind that have been approved and inspected by our Board this year, as petitions are only filed in cases where the railroads can not agree upon the division of costs. In every instance where a petition has been filed for an interlocking device, your Board has ordered one constructed, with the exception of one case, as will be seen in the order entered by this Commission in the Davenport & Rock Island Railroad Company vs. the Rock Island & Peoria Railway Company, and even in this case, the Board retains a supervision of the crossing for the purpose of ordering in at any time they may deem proper an interlocking device at the crossing named. No petitions for crossings of railroads were filed during the fiscal year, or, if filed, the case was not set for hearing in time to be taken up in this report. On this question we desire in our next report to call your attention to needed legislation.

Highway Crossings.

Our attention has been called, not only by the traveling public, but by the report of accidents in our office, to the necessity for some protection at highway crossings in this State. At the high rate of speed at which passenger trains are being run, many of these crossings are death-traps, and it is only a question of time when they will secure their victims.

We called the attention of your Excellency to needed legislation along this line in our last year's report. We still hold that such legislation is necessary.

Interlocking Devices.

As stated under the head of "Petitions" this Board has ordered constructed, under the supervision of our consulting engineer, Mr. F. G. Ewald, many interlocking devices, and we are pleased to report that the number of interlocking plants installed in the State of Illinois at grade crossings during the fiscal year 1899 has far exceeded that of any two years since the passage of this law. The necessity for these devices is becoming more apparent each year. The fierce competition between lines cast and west and north and south and the increased speed of trains of all kinds on the lines traversing the nation has made their use imperative.

Upon an examination of the old wheel machines, some of the first safety devices constructed in this State, the Board deemed it necessary for the safety of these crossings that their use be discontinued, and that they be replaced with modern devices, and upon the reccommendation of our Consulting Engineer, we entered an order that the use of these plants should be discontinued and that new and modern devices be substituted by the first of July, 1900, giving the roads ample time to effect the change without material inconvenience.

FILING REPORTS.

We called your attention to the necessary amendment to the law in regard to filing reports by the railroads with this Commission. Most of the roads during the fiscal year 1899 complied with our request as to date of filing their reports, but as stated before, the reports were incomplete, and your Commissioners thought it would better serve the interest of the State to delay our annual report in order to secure, if possible, more accurate statistics to be used in the making of the various tabulated statements. Uniformity of statements from the various roads is an absolute necessity to give accuracy and value to our statistical tables. When failing to report, as for instance, the number of passengers carried, or tons of freight carried, or the number of miles hauled in the State of Illinois, it does gross injustice to the traffic statement for this State; and to secure such uniformity, our Board will demand of the roads reporting that they furnish this information accurately and correctly for the use of the Commission in 1900. We still deem it necessary that the legislation asked for in the last report along this line should be passed.

Depots.

An inspection of the lines of the State show the depots in this State to be in better condition than they have ever been in the history of the Commission; and it is pleasant to note that many of the principal lines have taken a great interest in the decoration of the depot grounds along their lines, which adds materially to the physical appearance of the road, and to the comfort of their patrons.

We desire to call your attention to the new depot of the Illinois Central at Decatur, which is now in the course of construction, and remodeling of the union depot at Peoria, as well as to the new union depot at Pekin, which is a modern structure and is a credit to the city.

We desire to also report that we have continued our efforts with regard to the building of a proper depot at East St. Louis, and we have assurances that the agreement between the various roads interested has been signed, and as soon as the weather will permit, work will be begun on a new station in East St. Louis, which is much needed for the comfort of the traveling public.

Grain Department

This Board desires to call your attention to the detailed reports of the chief grain inspector and the registrar at Chicago to this department for a full statement of the existing conditions of the department and the work accomplished in the same for the period covered by this report. The well-earned reputation of our chief grain inspector, Hon, E. J. Noble, has been well sustained by his management of the Chicago grain department during the past year; and we desire here to make special note of the efficiency of Hon. H. J. Strawn, of Edwards county, who had charge of the registrar's department in Caicago during the absence of Maj. Daniel Hogan in the army at Porto Rico; and it is with pleasure that we report to your Excellency that Mai. Hogan is again at his place, conducting the office of registrar expeditiously and efficiently. The grain department at East St. Louis has more than met the expectations of the Board, and it has gained for itself a well-earned reputation and the confidence of the Board of Trade of St. Louis. The failure of the wheat crop for the past three years in that section of the country, has not given that department a fair opportunity to show what its earnings would be under fair conditions; but it has not been necessary to reduce the salaries of the force of that department during the last year, and we now have a sufficient working surplus for all necessary needs. At the other inspection points in this State nothing unusual has occurred and they need no comment. The inspectors of the various places have reported to this department weekly, and the best evidence of their success at these places is that no complaint has been filed with the Commission during the past year in regard to the inspection.

Resignations and Appointments.

It was with a great deal of regret that we accepted the resignation of Mr. Wm. Malloy, our assistant secretary, who resigned his position in this department to accept a place in the United State's Attorney's office at Chicago, in order that he might pursue the study of law. He was an efficient officer. On the acceptation of his resignation, we appointed Mr. Joseph J. Joy. of Ottawa, LaSalle county, to succeed him.

We desire to return our thanks to our able Secretary, Mr. Wm. Kilpatrick, of Chicago, and to our thoroughly competent and efficient Consulting Engineer, Mr. F. G. Ewald, of Chicago, as well as to our competent Assistant Secretary, Mr. Joseph J. Joy, for the efficient service they have rendered this department.

Respectfully submitted.

Cicero J. Lindly,
Charles S. Rannells,
Joseph E. Bidwill.

Commissioners.

FINANCIAL STATEMENT.

OFFICE FUND		
Unexpended appropriation December 1, 1808. Less error in last report.		\$2,709 72 10
Appropriation for the year ending June 30,1590		\$2,939 02 4,000 00
Total		86,939-62
Expended— Secretary's salary Cleric hire Secretary's salary Cleric hire Postage Telegraph Express, (reight and drayage Periodicals, stationery and office supplies fee	\$1,500,00 1,179,00 720,00 245,00 193,83 257,07 139,86 140,35 30,00	4, 405 11
Unexpended balance December 1, \$899.		82,534 51
SUITS AND INVESTIGATIONS.		
Unexpended appropriation December 1, 1898. Lapsed		83,306 79 159 91
Appropriation for the year ending June 30, 1899.		\$3,146 88 4,000 00
Expended-		87, 146 88
Expenses Suits and investigations, attorney's fees and expenses of the Commission, including clerk hire.		3,560 70
Unexpended balance December 1,180		83,586 18
BAILROAD MAPS.		
Unexpended appropriation December 1, 1869 Appropriation for the year ending June 30, 1889		\$15 50 1,600 00
Total		81,615 50
Expended— Rand, McNally & Co., for maps		1,069-55
Unexpended balance December 1,1899		8545 95
ONSULTING ENGINEER'S FUND.		
U. expended appropriation December 1, 1898. Appropriation for the year ending June 30, 1899.		1,666 68 2,500 00
L. Philedon		\$1,166.68
a dary of the Consulting Engineer.		2,291.68
Unexpended balance December 1,1893.		\$1,875 00

XVII

Financial Statement—Concluded.

SCHEDULES AND CLASSIFICATIONS.		
Unexpended balance December 1, 1898. Lapsed	\$1,045 463	82 01
Appropriation for the year ending June 30, 1901	8582 1,000	
	\$1,582	81
Expended— For printing, expressing and mailing classifications	630	42
Unexpended balance December 1, 1899	8952	39



COMPLAINTS.



ORDERS AND OPINIONS.

The following orders and opinions have been rendered by the Commission:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Citizens' Coal Mining Company, a corporation, Chicago & Alton Railroad Company.

Excess Switching Charges.

APPEARANCES.

For Complainant, Mr. Wilson. For Respondent, WM. Brown.

Opinion by Lindly, Chairman.

The petitioner in this case avers that the Chicago & Alton Railroad Company demanded and received five dollars per car for switching cars loaded with coal from the junction of the said Chicago & Alton Railroad Company with the St. Louis, Chicago & St. Paul Railway Company to the Alton Railroad way & Illuminating Company, which is situated on the line of the said Chicago & Alton Railroad Company and not a regular station, and which is less than two miles from the junction aforesaid.

The respondent did not deny that it charged five dollars per car for switching carloads of coal from the junction aforesaid to the Alton Railway & Illuminating Company, nor that the distance from the said junction to the said Alton Railway & Illuminating Company was less than two miles. The said respondent set up in its answer, and in the evidence before the Commission, as a reason for making said excessive charge, that it was done in retaliation for the said St. Louis, Chicago & St. Paul Railway Company charging five dollars per car for switching cars from the junction of the said Chicago & Alton Railroad Company to manufacturing establishmeuts situated on the line of the said St. Louis, Chicago & St. Paul Railway Company.

The evidence in this case sustains, beyond controversy, the petition of the petitioner, and this Commission is of the opinion that this case comes clearly within Rule twenty-one of the "Railroad and Warehouse Commissioners" Revised Schedule of Reasonable Maximum Rates of Charges for the Trans-

portation of Passengers and Freight on all the Railroads in the State of Illinois." and that the said respondent had no right, nor does it have any right, to charge more than the maximum rate set forth in said Rule twentyone, which reads as follows:

"The reasonable maximum rate for switching loaded cars for distances not exceeding three miles, shall be two dollars per car. Switching includes the hauling of loaded cars from the station yards, side tracks, elevators or warehouses to the junctions of other railroads when not billed from stations on its own road to said junctions, and from junctions of other railroads to the stations, side tracks, elevators and warehouses situated on the tracks owned or controlled by the railroad companies doing said switching; it is that transfer charge ordinarily made for moving loaded cars for short distances for which no regular way-bill is made, and which do not move between two regularly established stations on the same road."

It is, therefore, ordered and decreed by the Railroad and Warehouse Commission of the State of Illinois, that no charge made for switching cars loaded with coal or other commodities, within the City of Alton, shall exceed two dollars per car, when said switching is within the limits of Rule 21, above set forth.

Dated, Springfield, Illinois, December 6, 1898.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Boston Water and Light Company,

St. Louis, Chicago & St. Paul Railroad Company.

Excess Switching Charges.

Opinion by LINDLY, Chairman.

The complaint in this case was filed on October 12, 1898. The respondent filed it is an swer on October 27, and the matter was set for hearing in Springfield. Illinois, on December 6, at which time it was heard, both complainant and respondent being represented.

The complainant sets forth in its complaint that the respondent, a corporation organized and doing business under the general railroad law of the State of Illinois, has been persistently violating, within the past six months, Rule 21 of the "Railroad and Warehouse Commissioners' Revised Schedule of Reasonable Maximum Rates for the Transportation of Passengers and Freight in the State of Illinois,' by charging the complainant herein greater sum than two dollars per ear for switching loaded ears in the City of Alton for distances not exceeding three miles. The complainant cities several particular instances in which defendant charged it in excess of two dollars per car for switching loaded cars in the City of Alton for distances not exceeding three within the City of Alton for distances not exceeding three particular charged it more than two dollars per car for switching loaded cars from the intentions aforesaid to complainant's water works; and that said water works are in said city of Alton and within one hundred feet of defendant's track and less than two miles from the innections aforesaid.

The defendant in its answer admits that on the 9th day of July, 1898, a car loaded with cement shipped to said city of Alton over said Cleveland, Cincinnati, Chicago & St. Lours Railway and consigned to complainant at said city of Alton, was transported by the said defendant from the junction of said defendant srailroad with the railroad of said C, C, C, X E. L. Ry, over said defendants and said C, C, X St. L. Ry, over said defendants

ant's railroad to the waterworks of said complainant; and that for so transporting said car, said defendant charged and required said complainant to pay, and complainant did pay to defendant the sum of four dollars and seventy-three cents.

Defendant also admits that on the 17th day of August, 1898, a car loaded with alum, shipped to said city of Alton over the Chicago & Alton Railroad, and consigned to complainant at said city of Alton, was transported by defendant from the junction of said defendant's railroad with the railroad of said Chicago & Alton Railroad Company, over said defendant's railroad of the water works of said complainant; and that for so transporting said car, said defendant charged and required the complainant to pay, and the complainant did pay to defendant the sum of six dollars and seventy-seven cents.

As to the allegation in said complaint that on divers other occasions the defendant charged it—the complainant—in excess of the legal rate for switching loaded ears within the city of Alton, the defendant neither admitted nor denied, but called for strict proof.

The defendant, in its answer, further admits that there is a side track to the water works belonging to the complainant, but avers that the side track belongs to and is a component part of the tracks of said defendant.

The defendant, in its answer, sets up that the track leading from the junction, where the cars were transferred to the works of this company, and the side tracks at said works, belong to and are a part of the railroad of said defendant company.

The defendant, further answering, states that the charges made against and collected from the said complainant for transporting the cars, as alleged in said complaint, are reasonable and necessary for the proper maintenance and operation of defendant's said railroad.

In conclusion the defendant denies that it has, within the six months last past, persistently and grossly violated Rule 21 of the Railroad and Warehouse Commission of the State of Illinois.

The proof in this case fully sustained the allegations set forth in the complaint of the complainant. It was proven that the water works belonging to the complainant were situated along the line of the defendant's railroad, in the City of Alton, and were less than two miles from the junction where the cars were transferred from other railroads to the railroad of the defendant, for the purpose of being switched by the defendant to the place of business of the complainant.

The defendant admitted at the hearing, (and as admitted in its answer), that it did make the several charges set forth in the complaint, but the defendant maintained that it owned the tracks, and owned the switch, and that fact gave it the right to charge the complainant the regular "cents per hundred pound" rate, as set forth in the schedule of maximum rates of this Commission.

It was further proven that in billing these ears to the complainant from the junction aforesaid the defendant billed them to the first station beyond the works of the complainant, and charged the complainant the regular cents per hundred pound rate for the haul, dropping the cars off on the side track of the said complainant.

The defendant averred and claimed that this was the custom, and the usual manner in which it transacted this basiness; that, in consideration of the fact it owned the track, it, therefore, had a right, under our rules, to charge the several amounts paid by the complainant for transporting these cars.

Rule 21, above referred to, reads as follows:

"The reasonable maximum rate for switching loaded ears, for distances not exceeding three miles, shall be two dollars per ear. Switching includes the "hauling of loaded ears from the station yards, side tracks, elevators, or "warehouses to the junctions of other railroads when not billed from stations "on its own road to said junctions, and from junctions of other railroads to the stations, side tracks, elevators and warehouses situated on the tracks

"owned or controlled by the railroad company doing said switching; it is that "transfer charge ordinarily made for moving loaded cars for short distances "for which no regular way-bill is made, and which do no move between two "regularly established stations on the same road."

From this rule it is clearly apparent that whenever a loaded car is taken at the junction of another railroad to be transferred to any side track, elevator or warehouse situated on the tracks owned or controlled by the railroad company taking charge of such car at the said junction, that the company doing said transferring shall deliver the same on their own tracks to the place of destination for two dollars, provided that it is not a regularly established station on the same road.

The evidence in this case showed that the place of business of the com-plainant is not a regularly established station on the line of the defendant, and under this rule it is clearly evident that the defendant was violating Rule 21 above set forth.

ORDER.

It is, therefore, ordered and decreed that the said St. Louis, Chicago & St. Paul R. R. Company, the defendant herein, shall deliver all cars taken at junctions, where within the distance specified in Rule 21, above set forth, for two dollars, and that the switching charges made by said defendant to the complainant shall not exceed two dollars per carload of material of any description where the switching is done by the defendant from the junctions of other roads to the place of business of the complainant.

Dated at Springfield, Illinois, this 8th day of December, A. D., 1898.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Illinois Central Railroad Company,

Chicago & Eastern Illinois Railroad Company and Indiana, Decatur & Western Railway Company.

Petition for the protection of the crossing of said roads at Tuscola, Illinois.

APPEARANCE,

JOHN C. DRENNAN, For Petitioner, WILL H. LYFORD, For C. & E. I. R. R. Co. For I. D. & W. Ry. Co.

Opinion, LINDLY, Chairman.

This is a petition for the protection of the crossing of the Illinois Central Railroad Company's tracks and those of the Chicago & Eastern Illinois Rail-road Company's and the Indiana, Decatur & Western Railway Company's tracks, at Tuscola, Illinois,

Petition was duly filed and notice given to the said defendants, as required by the Statute of Illinois.

At ten o'clock, a. m., this day, all parties interested, by their respective representatives, appeared at the office of this Commission, at which time and place a full hearing was given to each and all of said parties;

And after hearing the evidence and argument on behalf of the respective parties and being fully advised in the premises, the said commission ands:

That an interlocking device is a public necessity at the said railroad crossing, and that an interlocking system should be constructed, maintained and operated at the same:

That a continuing crossing contract exists between the petitioner and the Chicago & Eastern Illinois Railroad Company, but that no such contract exists between the petitioner and the other defendant or between the said defendants.

DECISION.

It is, therefore, ordered by the said Commission that the said petitioner and said defendants forthwith proceed to protect the said railroad crossing at Tuscola, Illinois, by an interlocking device acceptable to the said Railroad and Warehouse Commission, and that the same shall be completed within ninety days from this date.

It is further ordered by the said Commission that each of said railroad companies shall pay such proportion of the cost of constructing, erecting and maintaining the said interlocking system and its appurtenances, and the number of levers used in operating the switches, signals and other parts of said interlocking system in and for the respective tracks shall bear to the whole number of levers required in said interlocking system.

It is further ordered by the said Commission that the Indiana, Decatur & Western Railway Company shall pay one-third of the cost and expense of operating the same; that the Chicago and Eastern Illinois Railroad Company shall, owing to its said crossing contract with the petitioner, pay the remaining two-thirds of the cost and expense of operating the same, so long as said two-thirds shall not exceed seventy dollars per month, but in case said two-thirds shall at any time exceed seventy dollars per month, then the said Illinois Central Railroad Company shall pay one-half of such excess over and above said seventy dollars per month.

Dated at Springfield, Illinois, this third day of May, A. D., 1899.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Rock Island & Peoria Railway Company,

Davenport, Rock Island & Northwestern Railway Company.

Petition to cross at grade.

APPEARANCES:

For Petitioner, Robert Mather. For Respondent, Davison & Lane.

Opinion by Lindly, Chairman,

The Board of Railroad and Warehouse Commissioners of the State of Illinois, after hearing the evidence in the above entitled cause, issue the following order.

It is hereby ordered and adjudged that the defendant, the Davenport, Rock-Island & Northwestern Railway Company have leave, and is hereby empowered to cross the main line and tracks of the Rock Island & Peoria Railway Company at grade, at a point east of Seventeenth street in the city of Rock Island, as described in the petition of the Rock Island & Peoria Railway Company, and further described in the blue print exhibit filed with the petition, in the office of the Railroad and Warehouse Commission at Springfield, Illinois. It is further ordered that the crossing be not protected by an interlocking plant at this time.

It is further ordered that the Davenport, Rock Island and Northwestern Railway Company pay all the expenses of the cost of construction, and future maintenance of said crossing.

It is further ordered that the Board of Ruilroad and Warehouse Commissioners of the State of Illinois shall have authority, at any future time, to order an interlocking plant or device to be constructed at said crossing of the Davenport, Rock Island at Northwestern Ruilway Company over the Rock Island and Peoria Railway Company when, in their judgment, the safety of the public demands the construction of such a device; and that the cost of the construction of the same shall be adjusted according to the rules of the Commission, as in cases where one road seeks to cross another at the time of the construction of the crossing.

Dated at Springfield, Illinois, June 14, 1899.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Lake Erie and Western Railroad Company.

Illinois Central Railroad Company.

Petition for addition to tower at Paxton, Illinois.

APPEARANCES.

For Petitioner, Thomas H. Perry, For Respondent, H. Baker.

Opinion by LINDLY, Chairman.

This was a case brought on petition filed by the Lake Eric and Western Railroad Company representing that they were the owners and operators, jointly, with the Illinois Central Railroad Company of the interlocking plant composed of the tower, interlocking machine, signals, connections, etc. at Paxton. They further represented in their petition that soon after the construction of the interlocking plant to wit: in the summer of 1898, the towerman's view of the Lake Eric and Western Railroad Company's eastern bound trains was obstructed by and is now obstructed but till the trains of the Lake Eric and Western Railroad, east bound, arrives at a point within derail distance of the crossing by the remodeling and extending of a warehouse building on a lot corner at the north-west corner of the intersection of said railroad company's right of way. The Lake Eric and Western Railroad Company further set forth in their petition that they have been ready and desire to unite with the Illinois Central Railroad Company in a plan and the cost necessary to enable the towerman to observe the Lake Eric and Western Railroad Company is east bound trains at a point at least where they were in view before this obstruction existed; that it is necessary, in order to secure this view to extend the tower ten feet south, according to plans submitted with the petition, that the total cost of the construction of the addition to the tower is one hundred and forty, five dollars, (§145,00).

The Illinois Central Railroad Company stated that the present location of the interlocking tower was agreed upon when the plant was constructed; that it was not particularly favorable to the Illinois Central Railroad Company for the reason that the view of Illinois Central Railroad Companys trains from the south was shut off by the Illinois Central freight house building, which had been in that location for a great muny years; stating further that the location of the tower was decided by the Railroad Commission at the time of its construction; that it was approved by both roads; that it was accepted by both roads; that after it was constructed, the Illinois Central Railroad Company to secure a better view of their track, removed their freight building entirely at their own expense, simply that the towerman might have a view of their line to the south, claiming that they did not ask the Lake Erie and Western road to participate in that expense.

The evidence was heard in this case. The evidence shows that this elevator is constructed upon private land and not upon the right of way of the Lake Eric and Western Railroad. The Lake Eric and Western Railroad had no anthority to control the building when constructed nor to probibit the building of the same. Nor does it appear from the evidence that the Lake Eric and Western Railroad Company participated in any way in the construction of this elevator. The claim that the Illinois Central presents, that it became necessary for them to remove their freight depot, that the twoerman might see the trains from the south, can not enter materially into the decision in this case, for the reason, that the railroad Commission at that time fixed the position of the tower and the freight depot in question was upon the right of way of the Illinois Central railroad Company and they had entire control of Railroad Company could not be asked to participate in the expense of removing an obstruction upon the right of way of the Illinois Central Railroad Company which obscured the view of the towerman of no train on their line approaching the crossing.

If, from the evidence, it did appear that this elevator in question was constructed upon the right of way of the Lake Erie and Western Railroad Company, or was constructed at the request or behest of the Lake Erie and Western Railroad Company, or they were part owners of the elevator building itself, owners or part owners of the land upon which the elevator was constructed, then, they would be in the same position that the Illinois Central Railroad Company occupy in regard to the obstructed view caused by the freight depot on the right ot way of the Illinois Central Railroad Company, and would be required to remove this obstruction at their own cost and the Illinois Central Railroad Company could not be required to participate in the expense.

In view of these facts, the Commission are of the opinion that in the building of the addition to the tower house caused by this obstruction of a building not on the right of way of either of the railroads, or not under the control of either one of the railroads that they should both participate in the same proportion in the expense of this addition to the tower that they did in the original construction of the same.

It is therefore ordered and decreed that an addition be made to the tower house of the interlocking plant at the crossing of the Illmois Central and the Lake Erie and Western Railroads, at Paxton, according to the specifications in the plan presented by the petitioner, and that each railroad pay the same proportion of the cost of the construction of the addition to the tower house that they paid in the construction of the original plant itself.

Dated at Springfield, Illinois, this 26th day of July, A. D., 1899,

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

St. Louis, Vandalia & Terra Haute Railroad Co. vs. Indianapolis, Decatur & Western R'y Co.

Protection of Crossing at Casey.

APPEARANCES:
T. J. GOLDEN, for Petitioner.
G. H. GRAVES, for Respondent.

Opinion, Lindly, Chairman,

This is a case brought by the St. Louis, Vandalia & Terre Haute Railway Company asking for the interlocking of a crossing at Casey, Illinois, where the Indianapolis, Decatur & Western Railway Company crosses the St. Louis, Vandalia & Terre Haute Railroad Company at grade. The petition of the latter Company was filed and the required notice under the statute given to the officials of the Indianapolis, Decatur & Western Railway Company, and a day set for hearing the case at the office of the Railroad and Warehouse Commission, at Springfield. Prior to the hearing of the case the representatives of the contending lines entered into an agreement with one another in regard to the cost of the cerection, maintenance and operating expenses of the said interlocking system at said point.

The order of the Board will be in compliance with the agreement as signed by the representatives of these companies. That as soon as possible an unterlocking device shall be erected at the crossing of the said railways at Casey, Illinois, and that the cost of erecting the machine and tower shall be divided between the two companies on the basis of levers used by each. That the expenses of the erection and maintenance of said interlocking plant shall be divided on a basis of levers used by each company, on a plan to be finally approved by the Railroad and Warehouse Commission of Illinois

It is further ordered that the operating expenses be divided between the companies, one-half to each, with the understanding that so long as the Vandalia is able to use its telegraph operators at that point to throw the levers, that the wages of these operators shall be charged one-half to the Vandalia Company and one-half to the tower. The one-half chargeable to the tower shall be chirdly divided between the said railroad companies, half and half to each.

It is further ordered that any changes made in the switches at this crossing or changes in the track of either of the lines for the purpose of lessening the number of levers used, shall be submitted to the Railroad and Warehouse Commission for their approval before the interlocking device is erected.

It is further ordered that if at any time either of said railroads should desire to add to its tracks in such a manner as to require additional levers to the tower, the company making such additions to its road shall be required to pay the entire cost of such changes as are made with the approval of the Railroad Commission.

Dated at Springfield, Illinois, this 2d day of August, A. D. 1899.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

St. Louis, Vandalia & Terre Haute Railroad Co. Jacksonville & St. Louis Railway Co.

Protection of Crossing at Smithboro.

APPEARANCES:

T. J. Golden, for Petitioner. C. M. Stanton, for Respondent.

Opinion, LINDLY, Chairman.

This case was brought before the Commission by a petition presented by the Receiver of the St. Louis. Vandalia & Terre Haute Kailroad Company asking that the crossing at Smithboro, Illinois, where the main track of the AgkSon-ville & St. Louis Railway Company crosses the main track of the St. Louis, Vandalia & Terre Haute Railroad Company at grade, be protected by proper interlocking devices and appliances to secure greater safety to persons and property, and further that the Railroad Commission proportion the cost of the construction, maintenance and operation of said device between the respective parties. The petition was duly filed and notice given to said defendant as required by the Statute of Illinois. The defendant, the Jackson-ville & St. Louis Railway Company, filed an answer asking that such device be not ordered for reasons set forth in said answer. The Commission after hearing the arguments of the attorneys of both roads, and the evidence in the case, find:

That an interlocking system should be constructed, maintained and operated at the said crossing of the St. Louis, Vandalia and Terre Haute and the St. Louis & Jacksonville Railway Companies, at Smithboro, Illiuois, for the safety of the public.

It is therefore ordered by the Commission that said Companies, to-wit: the St. Louis, Vandalia & Terre Haute Railroad Company and the Jacksonville & St. Louis Railway Company, forthwith, proceed to protect said railroad crossing at Smithboro, Illinois, by an interlocking system, to be approved, according to the statute, by the Railroad Commission.

It is further ordered by the Commission that each of said railroad companies shall pay such proportion of the cost of constructing, erecting and maintaining the said interlocking system and all thereto appertaining as the number of levers that shall operate the switches and signals and other parts of said interlocking system in and for the respective tracks of each of said companies shall bear to the whole number of levers required in said interlocking system; and each of said companies shall pay one-half the cost of operating the said interlocking system.

It is further ordered that should either of the companies aforesaid desire to add to the number of levers used in the interlocking device for their own benefit, that said company desiring the addition of such levers shall pay the entire cost of such addition, when properly approved by the Railroad Commission of the State of Illinois.

Dated at Springfield, Illinois, this 2d day of August, A. D. 1899.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Cleveland, Cincinnati, Chicago & St. Louis Railway Co.

**Terre Haute & Peoria Railway Co.

Protection of Crossing at Mackinaw.

APPEARANCES:

C. A. PAQUETTE, for Petitioner.
T. J. GOLDEN and J. J. TURNER, for Respondent.

Opinion, LINDLY, Chairman.

This case was brought before the Commission by a petition presented by the Cleveland, Cincinnati, Chicago & St. Louis Railway Company, asking that the crossing at Mackinaw, Illinois, where the main track of the Terre Hante & Peoria Railway Company crosses the main track of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company at grade, be protected by proper interlocking devices and appliances to secure greater safety to persons and property, and further that the Railroad Commission proportion the cost of the construction, maintenance and operation of said device between the respective parties. The petition was duly filed and notice given to said delendant as required by the Statute of Illinois. The defendant, the Terre Haute & Peoria Railway Company, filed an answer asking that such device be not ordered for reasons set forth in said answer. The Commission after heaving the arguments of the attorneys of both roads, and the evidence in the case, find:

That an interlocking system should be constructed, maintained and operated at the said crossing of the Cleveland, Chicimpat, Chicago & St. Louis Railway Company and the Terre Haute & Peoria Railway Company, at Mackinaw, Illinois, for the safety of the public.

It is therefore ordered by the Commission that said companies, to-wit; the Cleveland, Cincinnati, Chicago & St. Louis Railway Company and the Terre Haute & Peoria Railway Company, forthwith, proceed to protect said crossing at Mackinaw. Illinois, by an interlocking system, to be approved according to the statute by the Railroad Commission.

It is further ordered by the Commission that each of said railroad companies shall pay such proportion of the cost of constructing, erecting and maintaining the said interlocking system and all thereto appertaining as the number of levers that shall operate the switches and signals and other parts of said interlocking system in and for the respective tracks of each of said companies shall bear to the whole number of levers required in said interlocking system, and each of said companies shall pay one-half of the cost of operating the said interlocking system.

It is further ordered that should either of the companies aforesaid desire to add to the number of levers used in the interlocking device for their own benefit, that said company desiring the addition of such levers shall pay the entire cost of such addition, when properly approved by the Railroad Commission of the State of Illinois.

Dated at Springfield, Illinois, this 2d day of August, 1899.

BEFORE THE BOARD OF RAILROAD AND WAREHOUSE COMMISSIONERS OF THE STATE OF ILLINOIS.

The Wabash Bailroad

The Indiana, Illinois & lowa Railroad.

Protection of Crossing at Reddick.

APPEARANCES:

B. C. Winston, for Petitioner. R. J. Carey, for Respondent.

Opinion, LINDLY, Chairman.

This case was brought before the Commission by a petition presented by the Wabash Railroad Company, asking that the crossing at Reddick, Illinois, where the main track of the Indiana, Illinois & Iowa Railroad Company crosses the main track of the Wabash Ruilroad Company at grade, be protected by proper interlocking devices and appliances, to secure greater protection to persons and property, and further, that the Railroad Commission proportion the cost of construction, maintenance and operation of said device between the respective parties. The petition was duly filed and notice given to defendant as required by the Statute of Illinois.

The Commission proceeded to view the crossing and fixed the date for hearing the case. On August 1st, 1899, the case was heard before the Commission, both companies being represented, and submitted arguments orally and filed exhibits. The Commission having had the case under advisement, found:

That an interlocking system should be constructed, maintained and operated at the said crossing of the Wabash Railroad and the Indiana, Illinois & Jowa

Railroad at Reddick, Illinois, for the safety of the public.

It is therefore ordered by the Commission that said companies, to wit: the Wabash Railroad Company and the Indiana, Hilinois & Iowa Railroad Company, forthwith, proceed to protect said crossing at Reddick, Hilmois, by an interlocking system, to be approved according to the statute by the Railroad Commission.

It is further ordered by the Commission that each of said railroad companies shall pay such proportion of the cost of construction, erecting and maintaining the said interlocking system, and all thereto appetraining, as the number of levers that shall operate the switches and signals and other parts of said interlocking system, in and for the respective tracks of each of said companies, shall bear to the whole number of levers required in said interlocking system, and each of said companies shall pay one halt of the cost of operating the said interlocking system.

It is further ordered that should either of the companies aforesaid desire to add to the number of levers used in the interlocking device for their own benefit, that said company desiring the addition of such levers shall pay the entire cost of such addition when properly approved by the Railroad Commission of the State of Illimois.

Dated at Chicago, Illinois, this 5th day of August, A. D. 1899.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

John Miller,

Cleveland, Cincinnati, Chicago & St. Louis Railway Company.

Complaint for Overcharge of Freight Rates.

APPEARANCES:

For Petitioner, George L. ZINK. For Respondent, G. F. McNulty.

Opinion by LINDLY, Chairman.

The complaint in this case was filed by John Miller against the railroad company, charging that the complainant, Miller, was engaged in business at Hornsby, in the purchase and sale of grain, live stock and of coal in car load lots; that he purchased his coal, during the time covered by the complaint, of the Consolidated Coal Company of St. Louis, at its mine located on defendant's line of road one and one third miles west from Hornsby station; that the cars of coal were hauled by the defendant railroad company, from said mine over its road to Hornsby, a recupiar station on said railroad, and placed on the switch for the use of complainant. The moving of the loaded cars of coal from Hornsby mine to Hornsby, under the proof, is shown to have been done by the defendant railroad company's regular trains. The proof shows that there is no station at the Hornsby sine. The proof further shows that there coal mine in question was over a mile beyond the switching limits at Hornsby station, After the loaded cars of coal were placed upon the siding at Hornsby station, they were unloaded at the coal house of the complainant from Hornsby Miller, signed a statement, which is in the form of a request, to switch from Hornsby Miller, signed a statement, which is in the form of a request, to switch from Hornsby Miller, signed a statement, which is in the form of a request, to switch from Hornsby Hillinois Mine to Hornsby, Hilmois, giving the car number and the initial of the car desired to be handled. Upon this statement was placed a rate by the railroad company for the handling of each ear: "Switching \$2.50, rental of car \$2.00." making a total charge of \$4.50 for handling each loaded car from the mine to Hornsby glain, a distance of one and one-third miles.

It is contended that under Rule 23 of the schedule of rates made by the Board of Railroad and Warehouse Commissioners, which provides a switching charge of two dollars for handling loaded cars, a distance not exceeding three miles from the station yards, side tracks, elevators or warehouses to the junctions of other railroads when not billed from stations on its own road to said junctions, and from junctions of other railroads to the stations, sidetracks, elevators and warehouses, situated on the tracks owned or controlled by the railroad company doing said switching; that there was an overcharge in this case of \$2.30 on each car. If the transportation of a loaded car from Hornsby mine to Hornsby station came within this rule, the contention of the complaint would be true, and there would clearly be an over charge. While it is true that the railroad company in this case have required the complainant to sign a statement purporting on its face to be partially a switching charge and partially for the rental of the car, yet, that does not constitute a charge for the moving of the cars in question from the Hornsby mine to there is no making of the cars in question from the mixing miner of the rule will clearly show that the facts in this case do not bring the more ment of these cars complained of, under a switching charge. The railroad company would have a perfect right under the facts in this case to charge the regular distance tariff rate for transporting the cars in question from the mine at Hornsby to Hornsby station. The regular rate for a distance of one

and one third miles on a car of coal would be over \$6.00 a car. The railroad charged in this case \$4.50, which is less than the rate that the railroad company could charge under the schedule of rates fixed by the Railroad and Warehouse Commission, hence there is no overcharge in this case.

Consel for complainant in this case have a misconception of the meaning of Rule 23 governing the switching of loaded cars. The handling of loaded cars for a distance not exceeding three miles, of itself, does not determine that it is switching within the meaning of this rule, there must be many other conditions existing in order to constitute it a switching charge. The handling of a loaded car from any factory or mine on the line of a railroad, for any distance, whether it be one mile or ten, to a regular station on the line of the same railroad, there to be delivered to the consignee, does not come within the meaning of switching, as defined by Rule 23, especially when the station to which it is hauled is the end of the haul, and final delivery of the commodity in the car.

The Commission therefore find that the handling of the cars in question is now switching within the meaning of Rule 23, and therefore the complaint is dismissed.

Dated at Springfield, Illinois, this 23rd day of October, A. D., 1899.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Petition for Order for Interlocking Plant at Areola, by Illinois Central Railroad Company and Terre Haute & Indianapolis Railroad Company.

APPEARANCES:

For Petitioner, J. F. WALLACE. For Respondent, V. T. MALOTT.

Order by LINDLY, Chairman.

On the petition filed before the Railroad and Warchouse Commission, presented by the Illinois Central R kiload Company and the Terre Haute and Indianapolis Railroad Company, asking for an order to provide for the construction, operation and maintenance of an inter-locking plant at Arrola, Illinois, the said parties to the petition having agreed that an order should be entered for the construction of the plant, as above described, it is therefore,

Ordered and decreed, by the Railroad and Warchouse Commission of the State of Illinois that an interlocking plant be constructed in accordance with the laws of the State and the rules of said Railroad and Warchouse Commission, under the supervision of the consulting engancer of said Commission; and that the cost of the construction and maintenance of said plant be divided between the said Illinois Central Railroad Company and the Terre Haute and Indianapolis Railroad Company on the basts of the number of levers recessary to control the switches, derails and signals in or adjoining the tracks of each company, respectively; and that the expense of operation of said plant be divided half and half between the two said companies.

Dated at Springfield, Illinois, this 7th day of November, A, D., 1899.

XXXIV

ORDER.

IN REINTERLOCKING DEVICES.

Order by LINDLY, Chairman.

After having careful examinations made and heard reports bearing on the use and safety of the old style wheel interlocking machines that have been in use in this State, and in service varying from nine to ten years, it is the opinion of the Commission that their use is unreliable and unsafe, and,

It is therefore ordered and decreed that such railroad corporations as use them, or who may be responsible for their use at grade railroad crossings in this State, replace said wheel machines with better and more modern devices by July 1, 1900.

Dated at Springfield, Illinois, this 7th day of November, A. D. 1899.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

William Atzel.

775

Chicago Terminal Transfer Railroad Company.

Complaint and petition charging extortion, and praying that defendant be compelled to refund certain alleged overcharges.

APPEARANCES:

For Petitioner, I. INGENTHRON. For Defendant, M. BREEDEN.

Opinion by LINDLY, Chairman.

Complaint was filed by William Atzel against the Railroad Company setting up certain overcharges, made by the Kailroad Company at different times. The evidence has been taken. It appears that the complainant is a coal and wood dealer in the city of Chicago. Illinois, with places of business at 475 and 477 Kedzie avenue, in said city. Running alongside of said places of business the defendant has a track upon which deliveries of the shipments in question were made to the complainant. This track was called the Kedzie avenue team track. The shipments consisted of coal and wood, and originated in other states. Most of the consignments consisted of varions cars of coal, which originated in Pennsylvania.

The proof shows that the cars of coal were billed to one Rend, who was a wholesale dealer in coal, in the city of Chicago, and by him were sold to the complainant, Atzel, in car load lots. The defendant, Railroad Company, is

engaged in a transfer and terminal business, that is, in handling ears from foreign roads. The ears of coal in question were received in Chicago by Rend or others as the consignee, and were sold by them and handled by the Transfor Co. to the complainant's place of business.

The first question raised in this case that we desire to consider is: was the handling of the coal cars in question a part of an interstate haul, and has the commission jurisdiction over the subject matter of this complaint. It is insisted by counsel for the Railroad Company that, as there was no change in the car load lot, but that it remained in the original car, the package undisturbed, until it was delivered to the complainant, and the car having originated in a foreign state, was solely a subject of interstate commerce. If this contention be true, then it would not be necessary for us to consider the other question in the case. A number of authorities have been referred to, to sustain the contention made by counsel for the Railroad Company, but we do not consider it necessary to refer to many of them.

In the case under consideration, the coal was billed to Reud, as the consignee in Chicago. It was delivered to Rend in Chicago. It is true it was not unloaded by the Railroad Company into any warehouses, either of Rend's or of the company, but after the delivery to Rend, it was sold by him to the complainant. It is true as a general rule that merchandise being once started upon its passage from one state to another, is subject to exclusive regulation by congress until lost in the general mass of property of the state to which it is sent. This principle has been upheld principally in what is known as the tax cases and licenses cases, many of which have been referred to by connsel for the Railroad Company.

In the case of Welton vs. Missouri, 91 U. S., 275, the Court says: "That it would be premature to state any rules which would be universal in its application to determine when the commercial power of the Federal government over a commodity has ceased, and the power of the state has commenced. It is sufficient to hold now, that the commercial power continues until the commodity has ceased to be the subject of discriminating legislation by reason of its foreign character. That power protects it, even after it has entered the state, from any burdens imposed by reason of its foreign origin."

In the absence of wach considerations, it has been held that for some purposes, goods pass from federal to state control at the moment when they are delivered by the earrier to the consignee. Commerce clause of the Federal Constitution, page 65. Fuqua vs. Pabst Brewing Company, 90 Texas, 298. The great difficulty that has arisen, however, is the practical application of the ceneral rule.

In the case of Brown vs. Maryland, 12th Wheat., 419, Chief Justice Marshall lays down the rule, "that importation of goods for sale was not complete, until the goods had been sold, and the article could not be considered as incorporated with the general mass of property of the state while still remaining in the first hands and in the original package." This case was subject to great criticism and was in effect overruled by subsequent decisions. But in the case of Leisy vs. Harden, 135 U. S., 100, the original rule laid down in Brown vs. Maryland is sustained.

The question presented by this record does not involve, necessarily, the point sustained in the above cases; while it may be true that upon questions of the right to sell goods in the original package, although the sale of such goods are prohibited by the state to which they are shipped; and that no tax can be levied or license be collected on goods until they have become a part of the general mass of property in the state, on the ground that it is a matter of federal control under the Commerce clause of the Constitution, yet we are of the opinion in this case, that when the coal in question was received in Chicago by Rend, the consignee, that that ended the interstate haul, so far as questions arising out of the switching charges and track service charges made by the defendant in the case.

The defendant is engaged within the State of Illinois in the handling of foreign cars, and these charges for handling of such cars within the State are subject to regulation by the Railroad and Warehouse Commission of the State of

Illinois. The charges made by the Terminal Railroad Company entered mto and formed no part of the charges made by the Railroad Company for hauling the ear from Pennsylvania to Chicago. The Terminal Transfer Railroad Company of Chicago is engaged in an independent business, and that of furnishing transfer and terminal facilities to the various railroads and to coal yards, and other industries located in Chicago, which its road reaches. To hold that the cars received by and handled by them from foreign railroads in original car local lois are not subject to State control, simply by reason of the original carbon of the control of t

The next question presented is, was the defendant, Railroad Company, guilty of extortion, in making certain charges for the switching of the cars in question, and the use of the team track. The proof shows that only 117 cars were placed upon the side track or team track, and according to the evidence some of them remained there from one to twenty-one days before they were unloaded. For the transportation of the cars to and from the side track or team track in question, the Railroad Company has made a charge of \$1 for the use of the car and team truck, making a total of \$4 for each car handled.

It is contended by counsel for the Railroad Company that under the act creating the Railroad and Warehouse Commission that there are seven different services for which rates may be established; six of which relate to the transportation of freight, while perhaps such a division may be considered as entering into the transportation of freight, yet in our opinion the various services referred to all enter into and are a part of the term "transportation of freight." Charge for transportation of freight includes all of the services performed by the railroad, such as hauling the car, use of car and reasonable use of main and side tracks at points of destination. It is apparent from the proof in this case that in some instances there was an unreasonable delay in the unloading of the ears by Atzel. He made use of some of the cars for warehouse purposes. This is a growing evil at large terminal points, like Chicago. Loaded cars are held on side tracks, blocking the movement of trains and producing a car famine over the State. There ought to be some remedy for this condition. The law governing questions of demurrage charges is in a very unsettled condition. Whatever may be the opinion of the Commission as to the extent of this evil, our own Court has refused to sustain these charges.

In the case of Chicago & Northwestern R'y Co. vs. Jenkins, 103 Illmois, 509, it was contrabled that the railroad company had a right to hold the property until its charges for demurrage were paid. It appeared that the published rules and regulations of the company provided for the payment of such charges, yet the Court says, "the right to demurrage if it exists as a legal right, its confined to maritime law, and only exists be carriers by seagoing vessels. It only exists by centract. Chicago & Northwestern R'y Co. vs. Jenkins, 103 Illinois, 599.

Again in the case of the C. C. C. & St. L. R'y Co. vs. Lamm, 73 App., 592. This was a case when a St charge was made for each day or fraction of a day after forty-eight hours notice that the ear remained unloaded. The Court says, "Railroad companies can not create in their favor a demurrage lien on freight not removed from a car within a short time by simply publishing to the public their intention of doing so,"

Acquiesonce and payment of such charges do not create any liability against the consignee. It can only be created by contract or by statute. C. C. C. & St. L. R'y Co. vs. Lamm, 73 App., 599.

The Terminal Company had no right to impose the one dollar charge, but under the facts and circumstances as shown in this case, we do not believe it constitutes an extortion under the present statute governing extortions. This statute is a penal one, and must be strictly construed. An action of law would lie to recover the money paid, but such a case has not been made out, in our opinion, as would justify a prosecution under the statute for extortion.

The only other question in this case to be decided is the question of switching charges as governed by Rule 23 found in the schedule of reasonable maximum rates of charges as fixed by the Railroad and Warehouse Commission of Illinois.

The evidence in this case shows that some of the cars in question were hauled less than three miles by the road delivering them to Kedzie avenue. Wherever in this case the distance that the car was hauled was three miles or less, the railroad company had no right under that rule to charge more than two dollars for switching the car; and wherever the railroad company or companies, in this case, made a charge of more than two dollars for switching the car of coal to Kedzie avenue, where the distance was less than three miles, they were guilty of extortion; because the rule clearly sets forth that switching includes the hauling of loaded ears from "junctions of other railroads to stations, yards, side tracks, elevators, and warehouses situated on the tracks owned and controlled by the railroad company doing said switching." It is equally true, that wherever, in this case, the distance that the car was hauled from the junction point to Kedzie avenue exceeded three miles, that the railroad company hauling said car had a perfect right, and were entitled to charge the regular schedule rates as fixed by the Railroad and Warehouse Commission of Illinois in their schedule of reasonable maximum rates of charges.

Dated at Springfield, Illinois, this 5th day of December, A. D. 1899.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Keenev & Little

Toledo, Peoria & Western Railroad Company.

Discrimination.

APPEARANCES: For Petitioner, Hamilton Patton.

For Defendant, W. S. HORTON.

Opinion by LINDLY, Chairman.

This is a complaint filed by Keeney & Little against the Toledo, Peoria & Western Railroad Company, charging that:

- That the T., P. & W. R. R. Co. will not quote rates of freight on grain to points known as Ohio River points.
- II. That the defendant above named is a common carrier engaged in the transportation of freight and passengers by railroad, and as such common carrier, subject to the law of the State of Illinois.
- III. That the T., P. & W. R. R. Co. will not receive grain consigned to Ohio River points.
- IV. That the T., P. & W. R. R. Co will not switch to the C. & E. I. R. R. Co. grain in car lots consigned to Ohio River points.
- V. That the T., P. & W. R. R. Co. will not switch to the C. & E. I. grain in car lots at all.

- VI. That with the exception of Brazil block coal the T., P. & W. R. R. Co. will not switch bituminous coal in car lots from the C. & E. I. R. R. tracks to coal sheds on their lines in Watseka, Ill.
- VII. That the T., P. & W. R. R. Co. will not switch anthracite coal from the C. & E. I. R. R. tracks to coal sheds on their lines in Watseka, Ill.

In-regard to the first and third charge that the T., P. & W. R. R. Company will not quote rates of freight on grain to points known as Ohio river points and will not receive grain consigned to Ohio river points, we hold that this is a question of Inter State Commerce, and that it is wholly without the province of this Commission. As to the other charges they can properly be considered together, as they really involve the same question, viz:

As to whether a railroad company should be compelled to switch loaded cars from an industry on their own line to the junction of another railroad, and whether they should be compelled also to switch loaded cars from a junction point of another railroad to an industry located on their own line, as set forth in Rule 23 of the Schedule of Reasonable Maximum Rates of Charges.

Rule 23 provides as follows:

"The reaconable maximum rate for switching loaded cars for distances not exceeding three miles, shall be two dollars per car. Switching includes the bauling of loaded cars from the station yards, side tracks, elevators or warehouses to the junctions of other railroads when not billed from stations on its own road to said junctions, and from junctions of other railroads to the stations, side tracks, elevators and warehouses situated on the tracks owned or controlled by the railroad company doing said switching; it is that transfer charge ordinarily made for moving loaded cars for short distances for which no regular way-bill is made, and which do not move between two regularly established stations on the same road."

It appears from the evidence that the elevator and coal sheds of the complainants are situated upon the side track of the T. P. A. W. R. R. Company; it further appears from the evidence that this side track is used both for the purpose of loading grain from the elevator into the ears, and also for receiving loaded ears of ecal at complainants' shed, and also are made use of by the railroad company as a team track.

The fact that the defendant railroad company uses the side track in question both for the purpose of a team track for the benefit of its patrons, as well as a side track for the benefit of the industries of the complainants, can not affect the question at issne. If the railroad company desires to make such double use of the side track in question, that is a matter of their own choice, and it can not affect the rights of the complainants in the use of the side track in question, for the purposes for which they use it. So far as the complainants 'rights are concerned in this case, the use by the railroad company of this track for a team track for their patrons does not affect the rights of the complainants, who are not seeking to use such track as a team track.

Under Rule 23 above cited, it is the duty of the railroad company to switch loaded cars from the elevator of complainants to the junction point with the C. & E. I. R. R. Company for a switching charge of two dollars, as provided in such rule, the distance being within the three mile limit.

- It is also the duty of the defendant railroad company to switch ears from the junction point with the C. & E. I. R. R. Company to the elevator and coal sheds of the complainants situated on the side track in question for the same charge.
- In the case of the Mexican Amole Soap Co. vs. P. & P. U. Ry. Co. is reterred to by counsel for defendant. There is a clear distinction between the case cited and the one at issue. It appeared in the case referred to that the delivery was made upon a team track. The proof in that case showed that the track in question was not used for the purposes of a side track to an industry, but was used purely as a team track for the delivery of commodities, merchandise, etc., to the patrons of the road. The distinction in this case is obvious as well as in the case of Brining vs. C., C. & St. L. Ry. C., also cited.

XXXXIX

It is therefore ordered that the defendant, the T., P. & W. R. R. Co. be and they are hereby required to switch loaded cars for the complainants from the junction point of their road with the C. & E. I. R. R. Company to the elevator and coal sheds of the complainants, and to switch loaded cars from the elevator and coal sheds of the complainants to the junction of their line with that of the C. & E. I. R. R. Company on the payment of a switching charge of two dollars as provided in said Rule 23.

Dated at Springfield, Illinois, this 5th day of December, A. D. 1899.

REPORT OF THE CONSULTING ENGINEER.

Springfield, Illinois, December 1, 1899.

To the Honorable Board of Railroad and Warehouse Commissioners State of Illinois.

Gentlemen:—I present herewith the customary report due from your Consulting Engineer for the period from December 1, 1898. to December 1, 1899, which bears upon matters pertaining to the physical condition of the railroads in this State, and such other matters as affect the maintenance and operation in connection therewith.

A perusal of the statistical tables for the fiscal year ending June 30, 1899, so far as they relate to earnings, is convincing proof that the railroads have been doing a prosperons business in common with the industrial trade. The increase in traffic handled by the railroads has been a steady one, beginning with the year 1896, following the depression during four years of Democratic rule, during which time 141 railroads in the United States representing au ownership of 22,x70.84 miles of line and operating a total of 29,162.32 miles, were placed under the jurisdiction of the courts for operation; nine (9) of these railroads representing an ownership in Illinois of 1,011.99 miles and operating 1.043.81 miles were doing business in this State.

During the fiscal year ending June 30, 1899, the Metropolitan West Side Elevated R. R. Co. having 14.76 miles of line and the Chicago & Ohio River R. R. Co. with 76 89 miles of road (formerly operated by the P., D. & E. Ry. Co.) were sold under foreclosure proceedings; the former now being owned and operated by the Mctropolitan West Side Elevated Railway Company and the latter by the I., D. & W. Ry. Co. Since then, the Baltimore & Ohio Southwestern Ry. Co. and the Wisconsin Central Co. have also been taken out of the hands of receivers and are operated now by the B. & O. S.-W. R. R. Co. and the Wisconsin Central Rv. Co., respectively.

TRACK ELEVATION OF ST. CHARLES AIR LINE.—Bridge over Michigan avenue, Chicago, Illinois.



On December 1, 1899, the following railroads doing business in this State were still in the hands of receivers, viz.:

V (D)	MILES	OWNED.	MILES OPERATED.		
Name of Road.	Illinois.	Whole line.	Illinois.	Whole line	
Centralia & Chester R. R. Co	96,50	96.50	96.50	96.5	
Chicago, Peoria & St. Louis R. R. Co Louisville, Evansville & St. Louis Con-	166.68	166.68	166.68	166.6	
solidated R. R. Co	154.97	364.88	154.97	364.8	
Peoris, Decatur & Evansville Ry, Co St. Louis, Chicago & St. Paul R. R. Co.	199.99	237.65	199.98	237.6	
of Illinois.	110.50	110.50	110.50	110.5	
St. Clair, Madison & St. L. Belt R. R. Co.	0.43	2.50	0 43	2.8	
Terre Haute & Indianapolis R. R. Co		106.42	308.64	652.7	
Toledo, St. Louis & Kansas City R.R. Co	179.49	450.72	179.49	450.7	
Total	908.56	1,536.15	1,217.20	2,082.4	

Information is at hand which would warrant us in stating that the C, P. & St. L. R. R. Co. of Illinois, P., D. & E. Ry. Co., and St. L., C. & St. P. Ry. Co. of Illinois, representing a total ownership of 514.83 miles, of which 477.07 miles is in this State, will be out of the receivers' bands in a short time.

MILEAGE.

By reference to the comparative statement of Table I covering steam roads, it will be noted that the increase in mileage of main line and branches owned in this State is 181.4 miles. A large part of this increase is made up of mileage never before reported to the Commission and therefore all the increase shown does not represent the construction of additional mileage during the last fiscal year. Following are the railroad companies with their respective mileage whose operations have never been reported to the Commission until this time, excepting the Chicago, Lake Shore & Eastern Ry. Co., which always reported, but their report includes 123.27 miles of industrial tracks which existed for a number of years.

Chicago, Lake Shore & Eastern Ry. Co. Evansville, Terre Haute & Chicago R. R. Co. Glaesburg & Great Eastern R. R. Co. Illinois Terminal R. R. Co. St. Clair, Madison & St. Louis Belt R. R. Co.	5.48 13.50 1.25
Total	143.93 miles

This makes a total of 143.93 miles, and deducted from 181.4 miles leaves 37.47 miles, which would represent the net increase in mileage over the previous year. The work of constructing extensions and new lines during the fiscal year ending June 30, 1899, has not been very extensive as compared with the expenditures for betterments.

PHYSICAL CONDITIONS AND BETTERMENTS.

A perusal of the inspection report immediately following this report shows that the physical condition of the roads in this State is,

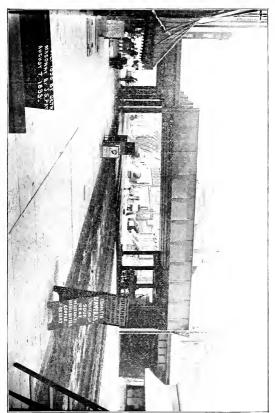
generally speaking, in first-class condition. Out of a total of 10,799.64 miles of main line and branches, there were on June 30, 1899, only 225.46 miles of track laid with iron rail and 2,488.71 miles of "mud track" as compared with 314.54 miles and 2,732.48 miles respectively for the year previous.

While the amount in renewal of ties and rails during the fiscal year ending June 30, 1899, was not as great as during the previous year, the difference is accounted for in the first instance owing to the scarcity of ties and in the second instance on account of the advanced price of steel rails and the further reason that orders for steel rails, if given, could not be filled by the mills for at least six months and from that up to a year. First class cedar ties sold in Chicago during the past season as high as 60 cents, which is about 75 per cent in excess of the usual price for cedar ties.

The amount of work done by the railroads in way of betterments during the season just closed, consisting of changes in alignment, reduction of grades, track elevation and depression, the construction of culverts and bridges of permanent character in lieu of wooden bridges, the widening of cuts and embankments, balasting and reballasting, and the construction of interlocking devices and block signals, including many other details too numerous to mention, has never before been exceeded in any one year. The intrinsic value of this work runs into millions. However, the gain derived by the railroad companies by these expenditures for betterments, is permanency, which means reduced cost of maintenance, and last but not least, added convenience and safety in operation, and added security to the traveling public.

TRACK ELEVATION AND DEPRESSION

To make mention of permanent improvements carried on by the rail-roads without giving in brief detail a statement of the railroads that have elevated or depressed their tracks during the past few years in the city of Chicago, would be slighting a work that is deserving of special notice. Table I, which here follows, shows the number of miles of each road elevated or depressed during each year, beginning with the year 1892. Table II shows the number of street crossings, street railway crossings and steam railroad crossings originally crossed at grade; number of grade crossings abolished, etc.



TRACK "LEVATION OF ST. CHARLES AIR LINE.-Bridge over Wabash avenue, Chicago, Illinois.



TABLE I.

Statement Pertaining to Elevation and Depression of Steam Railroads in the City of Chicago.

To	tal miles of roadway elevated and depressed on hasis of full tal miles of roadway elevated and depressed including approaches. Miles of roadway elevated including approaches. Miles of roadway elevated including approaches.	0.33 0.23 Two (2) main tracks and switches of yard tracks on	0.15 0.15 1.81 1.63 1.63 1.63 1.63		0.89 0.86 Two (2) main tr 1.86 1.47 Three (3), four	0.32 0.22 Four (4) main tracks and yard	2.42 2.42 2.07 Four (4) main tracks.	3.13 4.82 4.50 Two (2), four (0.79 1.76 1.20 Two (2), three (3) and four (4)	1.07 0.29 0.20 0.11 Two (2) switching tracks 1.07 0.10 9.61 9.41 Two (2) and three (3) main
1808.	Miles of roadway depressed including approaches Miles of roadway elevated including approaches	0.38	0.15	99		0.32	:	1.69	0.97	3.71
1897.	Miles of roadway depressed including approaches Miles of roadway elevated Including approaches	Ŧ			98:	- !	:	\vdots	;	0.92
1896.	Miles of roadway depressed including approaches Miles of roadway elevated including approaches	-	113			:	:		:	1.11
1805.	Miles of roadway depressed including approaches Miles of roadway elevated including approaches	-	- !!	П		- :	-			-36
1894.	Miles of roadway depressed including approaches Miles of roadway elevated including approaches	-				-	-		:	0.41
1893.	Miles of roadway depressed including approaches Miles of roadway elevated including approaches	-				:	:		:	
1892.	Miles of roadway depressed including approaches Miles of roadway elevated including approaches	Ŧ	- 11			-	:	1	-	
	Name of Railroad.	A., T. & S. Fé. Ry, Co	2) C. & A. R. R. Co.	Vis. Div.	Mayfair ent off.	3. & W. 1. R. R. Co	B. & Q. R. R. Co.	N. & St. F. Ry. Co.—Main Line	C. & C. B. Div.	J. R. I. & P. Ry. Co. Decring Line.

1463	Miles of a meloda Miles of meloda
1865	Miles of a meludi Miles of meludi

Tota	depressed on basis of full	o p. 0.30 Two (2) main tracks and several connecting and indus-	3.40 Eight (Standten (10)main tracks 0.19 Two (2) main tracks 6.53 Two (2) and three (3) main tracks including several yard	tracks 2.72 Four (1) main tracks 0.93 Two (2) and tour (1) mair tracks	47.56
Tota an	vation I miles of roadway elevated I depressed including ap- paches. Miles of roadway depressed including approaches.	<u>.</u>	2 % E	255	53.66
Zee.	Miles of roadway depressed including approaches Miles of roadway elevated including approaches			7	13, 35, 0, 20
ž.	Miles of rondway depressed including approaches Miles of roadway elevated		% E	#5 n=	5 30 1 08 8 95 0,19 17 90 0 65
1891	menuding approaches. Mules of routest depressed including suproaches. Mules of routest depressed including suproaches. Mules of routest depressed including approaches. Mules of routest depressed including approaches depressed including approaches. Mules of routest depressed including approaches.	: 63 6	22	¥ : :	8 25 0.19
92	Miles of roadway depressed including approaches Miles of roadway elevated including approaches	-	<u>8</u>	: :	5 30 1 05
200	Miles or roadway depressed including approaches Miles of roadway elevated including approaches				4
5	including approaches. Miles of roadway elevated including approaches. Miles of roadway decreased				4 0s s
	Miles of roadway depressed				
1802	meluding approaches Miles of roadway elevated including approaches		5		5
	Name of Rathead	C. T. T. R. R. Co.	(3) Hi, Cent. R. E. Co. Main Line, L. S. A. M. S. By. Co	P. C. C. A. St. L. Ry, Co. P. Pr. W. A. C. Ry, Co. St. Charles Air Line Co.	Total

(1) Not official.

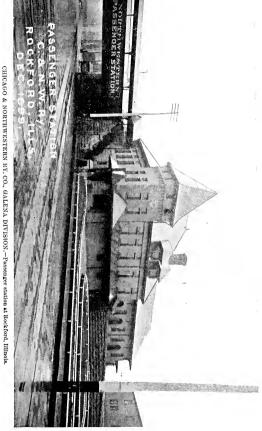
(2) Chleaga avenue to north line of Clybourn avenue.
(3) Truck shown as elevated in 1992 was completed in spring of 1993.



Chicago
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Railroads
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Elevation
to
Pertaining
Statement

of the case of the	Remarks.	(c) Includes four (d) forways: (d) nine (g) crossing added. (d) Thebides one (f) forway: (d) Mine (f) crossings added. (d) Consolings on Quit veryidable; and L.S. & M.S. & W. Co. (f) Thebides one (f) forway:
	Number of (single track) grade steam railroad crossings remaining Number of (single track)	20 8 8 20 11 11 12 12 12 12 12 12 12 12 12 12 12
	Number of (single track) grade steam railroad crossings abolished Number of (single track) grade steam railroad crossings originally in existence.	
	Number of steam railroad erossings remaining	0
6	Number of steam railroads originally crossed at	9
1	Number of grade street rail- way crossings remaining.	H :20 (00) (00) (00) 7 HDH
	Number of grade street rail- way crossings abolished Number of street car lines originally crossed at	- 20 021 010-03 03
	Number of grade street crossings remaining	
	Number of streets vacated.	10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	Number of streets provided with subways or viaduets Number of streets origi nally crossed at grade	19 19 19 19 19 19 19 19 19 19 19 19 19 1
7	Name of Railroad.	A. T. & P. Ry. Co. C. & N. W. Br. Co. Main line C. & N. W. Br. Co. Main line Nisonand div Nisona

	Кенигъс.	(9) In addition to six (6) street subways, three	100 000		
	Number of (single track) grade steam railroad crossings remaining	Ex35	172	77	18
	Number of (single track) grade steam railroad crosssings abolished	± 8	35	2	18
aded.	Number of (single track) grade steam railroad crossings originally in ex- istence	2×2%	3236	39	170
Table II.—Concluded.	Number of steam railroad crossings remaining	21-0	33	32	3
			27	22	Ξ
11.	Number of steam railroads originally crossed at	021-2	28	33	38
g	Number of grade street rail- way crossings remaining. Number of grade street rail way crossings abolished.	77 10 21 23	:		20
L	way crossings abolished Number of street car lines		20		70
	originally crossed at grade				
	Number of grade street crossings remaining		23		24
	Number of streets vacated.	0.00	37		5
	Number of streets provided with subways or viaducts	8226	Ę,		278
	Number of streets originally crossed at grade	\$55°	371		37
	Name of Railread.	L. S. & M. S. Ry. Co. F. C. C. & S.L. Ry. Co. P. P. W. & C. Ry. Co. St. Charles Air Lane Co.	Total	Less data pertaining to railroad cross- ings duplicated	Net total.



From the footings it will be observed that a total of 53:65 miles of line has been elevated and depressed, including approaches, which is equivalent to 47:56 miles based on full elevation or depression as the case may be. The number of tracks elevated or depressed averages from two to ten main tracks and in many cases includes yard tracks and sidings. I have not all the information at hand with respect to lineal feet of yard track and sidings elevated and depressed and therefore am unable to give in single track miles the total mileage elevated and depressed, but it will probably not be far from 250 miles.

Footings in table II show that out of a total of 371 streets originally crossed at grade, 278 have been provided with subways and viaducts as the case may be, and 91 streets vacated. Of the 70 street railways originally crossed at grade, all have been abolished, and of the 30 steam railway crossings at grade 14 of them with 93 single track crossings have been eliminated, leaving a total of 16 steam railroad crossings with 95 single track crossings remaining.

Too much praise can not be bestowed upon the railroad companies in this work that has cost them millions of dollars, and while it is of incalculable benefit to the public in many ways, it is also of much benefit to the roads by securing added convenience and safety in operating their trains through thickly settled portions of the city.

BRIDGES AND TRESTLES.

As compared with the fiscal year ending June 30, 1898, there has been an increase in the number of bridges constructed of iron and masonry that are of a permanent character and wooden and combination bridges as follows, viz.: masonry, 64; iron, 385; wooden, 110; combination, 6; or a total of 563. The aggregate length, however, has been reduced from 391,502.8 lineal feet to 331,906.3 lineal feet or a difference of 59,596.5 lineal feet, equivalent to 11.29 miles.

The pile and timber trestles have been reduced from 7.885 as reported for the fiscal year ending June 30, 1898, to 7.196, a decrease of 189 trestles for the year, amounting to 106,881.3 lineal feet, which is equivalent to 20.25 miles. Add to this the decrease in miles of the bridges shortened, 11.29 miles, we have a total of 31.54 miles less of all kinds of bridges and trestles. This is certainly a remarkable showing and is indicative of the vast amount of permanent improvements carried on during the last fiscal year.

EQUIPMENT.

On June 30, 1899, the steam railroads in this State owned 389,247 cars and locomotives and leased 48,167 cars and locomotives, making a grand total of 437,414. Of this number 266,549 cars and locomotives are fitted with train brakes and 371,578 cars and locomotives are fitted with automatic couplers as provided by an act passed by congress and known as The Safety Appliance Act, approved March 13, 1893. This is equivalent to 61 per cent and 85 per cent respectively

of the cars and locomotives thus equipped. The time for equipping all cars and locomotives handling interstate traffic with safety appliances has been extended by the Inter-state Commerce Commission from January 1, 1900, to August 1, 1900. All of the railroads in our State are apparently making an honest effort to comply with the law within the time given.

This act, of course, only applies to equipment used in handling interstate traffic. A few states however have passed laws compelling the roads to adopt the safety appliances on all equipment in their respective territory. Where such state laws are in effect, the result might be that such equipment as was not fitted with safety appliances, would be transferred to such states where no legislative action had been taken, and thus create an unfavorable showing with respect to cars and locomotives equipped with safety appliances, for such states as had enacted no laws. Aside from this the direct benefits to be derived by both the railroads and the traveling public in having all equipment fitted with safety appliances is almost incalculable; and while the majority of the roads are using their best endeavors to have all of their equipment so fitted, yet in justice to all concerned it would seem entirely proper that this State maintain its progressiveness and enact such legislation as would eventually compel all equipment in use in this State to be fitted with safety appliances.

CROSSINGS.

The total number of overhead highway crossings as returned by the railroads of both classes for the fiscal year ending June 30, 1899, is 339 as compared with 284, 316 and 336 respectively for the years 1898, 1897 and 1896. The varying differences can be accounted for in only one way, and that is failure to report all of them every year.

The statistics referring to overhead railroad crossings show a total of 84 as compared with 80 for the year previous. As compared with the total number of grade railroad crossings, it is indeed a very small percentage.

Heretofore, the information pertaining to grade railroad crossings, grade street railway crossings and grade highway crossings has ever been complete owing to the failure on the part of the railroads to give full information. A special effort was made this year to have all roads furnish the necessary data. The aggregate for both steam and elevated roads shows a total of 1,030 grade railroad crossings, 227 grade street railway crossings and 13,151 grade street and highway crossings as compared with 513, 275 and 13,043 respectively for the year 1898. The i formation called for on our blank forms concerning grade railroad and grade street railway crossings is not sufficiently explicit and 1 am satisfied that while several railroad companies report the number of railroads crossed at grade, others report the number of railroad crossings on single track basis and therefore this data at present is of a mixed nature. This is a matter however that will be corrected in our new forms.



Accidents.

The total number of passengers, employees and others killed and injured on both the steam and elevated roads as shown in the tables for the fiscal year ending June 30, 1859, shows considerable of an increase over last year; in fact, this increase has been a steady one for some years back. It is probably in proportion to the total increase in train mileage, but the figures are not at hand at present to verify this. As compared with the fiscal year ending June 30, 1898, which showed 646 killed and 2,223 injured, there was a total of 700 killed and 3,175 injured; making an increase of 8.4 per cent in total number killed, and 10.7 per cent in the total number injured.

The total number of accidents due to collisions, derailments and grade highway casualties as shown for the year ending June 30, 1899, was 120 killed and 322 injured. Without any intention of minimizing accidents to employees, it is these accidents that affect the traveling public more than any other, and while all the railroads in the State endeavor to use every precaution to guard against all accidents of whatsover nature, there is still room for improvement in the way of more block signals, interlocking devices at crossings and crossing bells or other devices at highway crossings where these are necessary, commensurate with the amount and character of the business done.

Take for instance the case where 11 passengers were injured in two collisions on two of the elevated roads in Chicago. These accilents undoubtedly could have been avoided had the roads in question been equipped with block signals, and absolutely so, if safety stops were used in connection with them.

The law empowers the Commission to investigate all accidents where they hear of them, but in nine cases out of ten, no notification of the accident is received from the railroad companies until after three or four weeks have elapsed. Furthermore, the work in this office has increased to such an extent that it would be impossible to investigate all of these accidents without assistance in this department, which is very much needed.

The way to provide a remedy for accidents is to find out first, the kind of accident, and second, the cause for it. In order to do this, this office should be notified as soon as possible after an accident has occurred, in order that a personal investigation may be made, should the necessity of the case demand it. As soon thereafter as possible, a full report should be forthcoming from the railroad company, and an accurate compilation maintained of all accidents.

SIGNALING

As compared with previous years, a remarkable activity has been displayed during the season just closed by the railroads in this State in providing signaling devices, in fact, the demand has been greater than the signal companies could furnish at once, owing also to the great demand in other parts of the United States, and consequently they are from six months to a year behind on their contracts.

Train order block signals of the semaphore type are rapidly taking the place of the common train order signal. The advantages of the semaphore signal are many and no comment is necessary.

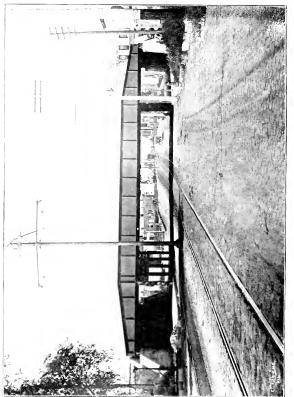
In the inspection of the lines during the senson just closed, I have taken particular pains to note what roads were provided with block signals, of which mention is made in the Inspection Report. By referring to that report, it will be noticed that quite a number of roads have part of their lines equipped with block signals. They are of various kinds and their efficiency depends upon first, the kind and character of block signal, and second, the method adopted in connection with their use.

Those in use on the Metropolitan West Side Elevated Railway, where automatic stops were used in connection with the signals, are deserving of special mention from the fact that they have been in successful operation since February 1, 1896, and Mr. H. M. Brinkerhoff, Assistant General Manager of the M. W. S. E. Ry. Co., informs me that their block system has never failed to stop a train when a signal was disregarded, and they have never had an accident when operating under the protection of these signals.

The portion of the road protected by antomatic block signals consists of the four tracks extending from the Chicago River west to the junction at Marshfield Avenue, a distance of about two miles, and the curves on their northwest line and Ogden avenue, and just north of Division street, and having in all a total of thirty-six (36) signals. The system averages about 24,000 signal movements per day with an average of 1.8 failures per day. During the month of November, just passed, there was a total of 730,776 signal movements with 56 failures. The word "failure" as here used is a misnomer in some respects. For instance they consider that a signal fails when it does not go to danger when the train passes, or fails to release when the preceding train left the block, in both of which cases the trains are stopped automatically when signals are passed in either of the above conditions, thus stopping the trains unnecessarily. In pursuing the inquiry further. I find that all motormen on the road are fined if they pass a signal at danger through negligence, and rather than suffer this penalty, a great number of such cases are reported as "failures." so that the actual number of failures is probably very much less than 1.8 per day.

Between December 1, 1898, and December 1, 1899, there have been issued by the Commission fourteen (14) permits authorizing the operation of new interlocking devices and twenty-six (26) permits covering renewals, changes and additions to existing interlocking systems, making a total of forty (40) permits in all, During the same time there has been approved in this office forty-nine (49) plans for new interlocking devices and thirty-three (33) plans covering renewals, changes and additions to existing plants, or a total of eighty-two (82) in all. Many of the more important lines have had a great deal of work under contract for the construction of interlocking devices at crossings, but owing to the inability of the contractors to do the work, the majority of it will not be completed until next year.





CHICAGO MIJANI'KEE & NP. PAUL RY. CO.—Pour track plate girder bridge over sub-way spanning North avenue, Chicago. Whith of resolvers of the reform that company of the form tracks are elevated in the eight of the company where tracks are elevated in the eight of Chicago. Anumenta are of concrete.

On or about January 1, 1899, the Union Switch and Signal Company, of Swissdale, Pa., which has erected a majority of the inter-locking systems in this State, absorbed the National Switch and Signal Company, since which time there has practicably been but three contractors in the field who erect interlocking devices, namely: The Union Switch and Signal Company, and the Standard Railroad Signal Company, who erect mechanical devices, and the Rowell-Potter Safety Stop Company, designers of both mechanical and automatic devices, all of whom have been doing excellent work.

The erection of the automatic interlocking device at Hawley, constructed by the Rowell-Potter Safety Stop Company, where the main track of the St. Louis, Peoria & Northern R'y Company is provided with safety stops, and the two spur tracks of the Peoria, Decatur & Evansville R'y Company, which cross it, are provided with derails which are moved automatically, is a departure in signaling that is radical and unique so far as it is applied to a crossing, and is a subject of special mention in this report for the reason that it is the first one ever erected at a railroad crossing.

At the request of your honorable body the automatic devices constructed by the Rowell-Potter Safety Stop Company were the subject of an exhaustive report in 1898 by my predecessor, Mr. W. L. Tarbet. Since then I have carried the investigation on further, taking particular pains to note the operations of their devices under all conditions and circumstances, and I have no hesitancy in approving all that has been claimed for them, and would heartily recommend the use of their system in connection with interlocking devices and more particularly in connection with block signals as being a safe and reliable device. The safety stop manufactured by this company is also used in connection with the block signals operated on the Metropolitan West Side Elevated Railway. During the time they have been in operation they have never had an accident nor has the device ever failed to stop a train when a signal has been disregarded.

Since the 7th of August, when the interlocking device at Hawley was put in service, I have taken particular pains to note its operation, and so far, nothing has occurred that would change my views concerning it. In connection with this, I present, without comment, a letter under date of November 20, 1899, from Mr. J. N. Faithorn, president and general manager of the St. Louis, Peoria & Northern R'y Company, in answer to an inquiry I made concerning its practical operation:

ST. LOUIS, PEORIA & NORTHERN RAILWAY CO.

St. Louis, November 20, 1899.

F. G. EWALD, Esq., Chief Engineer R. R. and W. H. Commission, State of Illinois, Springfield, Illinois.

DEAR SIR:—Your favor of the L5th inst. reached me in due course, but I have been unable to make reply until today. The automatic interlocking device which you speak of, installed on this line at Hawley, has, in my opinion, fully fulfilled our expectations. As was to be expected, during the earlier days of the operation of the plant some minor difficulties were encountered,

but so far as I can judge nothing has developed indicating any fundamental defects. During the last sixty days, or so, the plant has worked with smoothness and reliability, and I know of no reason why it should not continue to so. The difficulties spoken of above, as I understand it, we continue to slight defects in the construction, which actual experience developed, but an important feature is the fact that whenever such difficulties, did develop they in no way impaired the plant from the standpoint of safety. A trifling inconvenience resulted in one or two instances, but always on the safe side, and this is really, to my mind, the great worth of the device. Should it fail at any time, and nothing is infallible, the failure in no way imperils the safety of trains. I feel that the installation of this plant marks a new departure in the matter of safety appliances for railroads.

Yours very truly

[Signed]

J. N. FAITHORN,
President and General Vanager

For a full description of this device I would respectfully refer you to a copy of the report concerning its inspection which is appended berget.

REPORT

CONCERNING THE INSPECTION OF THE INTERLOCKING DEVICE INSTALLED
BY THE ROWELL-POTTER SAFETY COMPANY AT
HAWLEY, ILLINOIS.

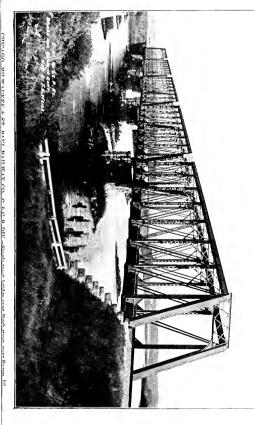
Springfield, Ill., Sept. 14, 1899.

Hon. Cicero J. Lindly, Chairman.

DEAR SIR:—Owing to the absence from the State immediately after the inspection, together with press of other work upon my return. I have not found it convenient to present a formal report concerning the inspection of the interlocking device at Hawley until today.

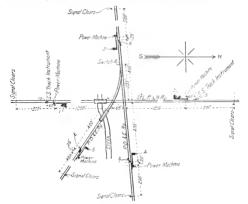
On Angust 2d, in company with yourself and Secretary Kilpatriek, a formal inspection was made of the automatic interlocking device installed by the Rowell-Potter Satety Stop Company at Hawley, where the main track of the St. Lonis, Peoria & Northern Railway Company crosses two (2) spurs of the Peoria, Decatur & Evansville Railway Company, as shown on the plans marked Exhibit "A" on file in this office.

As marking the first device of this kind in the world, where the principles of automatic interlocking with safety stops is applied to a grade railway crossing, a detailed description of this device at this time is very opportune. As you are well aware, the principle features of the Rowell-Potter device is the automatic brake setting apparatus as a substitute for derails. In this case there is a combination of both brake setting apparatus and derails, the track of the Pst. L., P. & N. R. Y. Co. being equipped with the brake setting apparatus, while the tracks of the P., D. & E. R. Y. Co. are provided with the customary derails, and all operated automatically, including all signals used in connection with the system.





The St. L. P. & N. Railway is a single track road crossing two spurs of the P. D. & E. R'v Co., as shown in the diagram which here follows:



The spur tracks diverge from each other, being sixty (60) feet apart at the crossing, and join each other with a split switch two hundred and thirty-line (230) feet west of the crossing. The crossing is located on the top of a bill, the grade on the St. L., P. & N. Railway being about thirty (30) feet to the mile in each direction from the crossing. The track of the St. L., P. & N. R'y Co., of course, is a high speed route, while those of the P., D. & E. R'y Co. are slow speed tracks.

By referring to the plan you will observe that the track of the St. L., P. & N. R'y Co. is provided with two (2) semaphores, each located twelve hundred (1200) feet in advance of the nearest crossing. Each semaphore has two (2) blades, the top one being the home signal and standing normally at danger, while the lower blade is a distant signal which stands normally at clear and is used as an indicator to give the engineer of an approaching train advance information as to whether or not the home signal will clear. Should the distant signal (indicator blade) stand at danger, it would be an indication that the opposing track was occupied and the home signal would not clear. By the use of this indicator blade the engineer of an approaching train is notified of danger as far away as he can see the signal.

The St. L., P. & N. R'y Co. have no passing track here, nor is it a meeting point for trains, and for this reason it was not considered necessary to operate each signal independently, and consequently both signals clear for a train in either direction, as it is necessary to drop both track instruments (safety stops) to allow a train to pass; it is equally true of the P., D. & E. signals, as it is necessary to close both derails.

The power for throwing the home signals and the track instruments (safety stops) or derails, as the case may be, which operate in conjunction with them, requires a pull of one hundred (100) pounds for each signal, and is furnished by a power machine which moves the signal by means of a crank and link connection with a pipe line. This power machine is located close to the track near each signal. The seat of power resides in the horizontal cylinder, within which is wound a series of sixteen (16) spiral springs, each .023 1 in x 15 ft. long, by means of which the power machine stores the energy generated by the undulations or deflections of the track rails caused by nassine wheels.

The deflection of the track rails is utilized by a system of compound levers, as shown on plaus on file in our office. On concrete foundation in the track and extending below frost line, there is placed a fulerum, which carries a lever whose short arm comes in contact with the base of the track rail. The long arm of this lever carries a fulerum on which rests a second lever, the short arm of which comes in contact with the base of the other track rail. The long arm of this second lever connects with the power machine by means of a link and winds the spiral springs through suitable ratchets. The design of the power machine is such that, baving received from the deflections of the track rails the intended amount of energy or power, it automay of the track rails the intended amount of any more, and when any of the track rails the properties the introduction of any more, and when any of the track rails the properties of the production of the power of the properties of the production of the properties of the production of the p

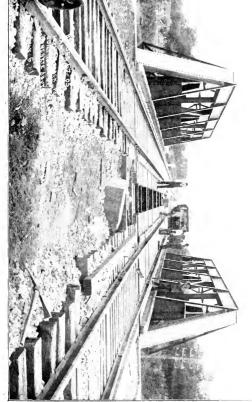
With the number and length of springs above stated, the cylinder is wound through twelve (12) revolutions before it is automatically cut out. In a single throw of the home signal and track instrument which works in conjunction with it, the cylinder unwinds through a half revolution, so that when fully wound the machine has a surplus capacity for twenty-four (24) movements. As every deflection of the track rails between the passage of car wheels or trucks exery a winding force upon the machine, except after it has become fully wound, in which event it automatically cuts itself out, as above explained, there is no danger of the machine, becoming unwound in service.

The amount of energy that can be stored ranges from that which would be exerted by one light spring up to that of a series of the strongest springs which could be wound by the weight of a passing train. To insure the operation of the power storing machine at all times, it is constructed to receive one hundred (100) per cent more power than is required, and is therefore, stored in a series of springs rather than in one, so that fifty (50) per cent would have to break before the machine would be useless, and it is fair to assume that inspection would reveal the fact of any breakage long before any such point was reached. The movement of this power machine is controlled by a mechanical and electrical lock of peculiar design, which unlocks the machine through an electric current.

The power for operating the distant signal, or inductor, is obtained from a miniature power machine called an inductor machine and mounted upon a bracket on the signal pole. This machine is wound by the rod that works the home or top signal. Every time the home signal is operated it stores energy in the indicator machine for the operation of the distant signal, or indicator blade. It also has an electric lock of the same construction as the standard lock for the ordinary sized power machine, and is equipped with a governor which cuts the winding apparatus out when the machine is full and cuts it in so as to wind when the machine is partially exhausted, substantially as the large machine does.

As stated before, the track of the St. L., P. & N. R'v Co. is provided with safety stops in lieu of derails. Referring to the track plan, it will be observed that the safety stops or track instruments are located on the track close to the outside of the ruil and sixty (60) feet in advance of the semaphores. The track instrument, of course, works in connection with the corresponding signal and remains in a raised position until the signal clears. Should an approaching train fail to receive a "clear" signal, the track instrument in its raised position engages a piston of the engine equipment, which is pushed up, thereby opening a valve in a branch of the train pipe, releasing the air and applying the brakes.

Next in order for use of the brake setting apparatus on the track of the St. L., P. & N. Ry Co. is the engine equipment, which is located on the pilot of the engine and on either side of it. While this equipment is very strong and simple in its character, its operation is very delicate and susceptible to the





lightest touch. In order to prevent it coming in contact with foreign articles or substances at road crossings, this equipment has been ingeniously protected, making it impossible for the engine equipment to come in contact with anything but the track instrument. The St. L., P. & N. R'y Co. have a total of sixteen (16) engines, all of which are equipmed in this manner.

Now, turning to the tracks of the P., D. & E. R'y Co., it will be observed from the plan that derails are located the customary distance from the crossing, which is four hundred (400) feet in each case. These derails are operated automatically in conjunction with the signal by the same kind of a power machine as operates the track instruments and signals on the St. L., P. & N. R'y Co.'s track. The method of energizing the power machine is somewhat different, owing to the fact that most of the trains over this track consist only of an engine and one or two cars and the deflections of the track rails might not exert a sufficient number of winding turns upon the machine. For this reason a tread bar is used and placed along side the rail and raised slightly above it and communicates its motion to rocker shafts which work torsionally upon the winding machine.

In each case a signal is located twenty (20) feet in advance of the derail. These signals are exactly like those on the track of the St. L., P. & N. R'y Co., with the execution that they are not provided with distant signals, or indi-

eator blades.

The movement of the derails and signals on the two (2) spurs beyond or east of the switch depends upon the position of the switch points. Should the switch be set for the straight track the derails and signals would clear for that particular route, but should the switch be thrown for the track that diverges from the straight one, then the derails and signals would clear for that route.

On the location of the switch depends which two signals and derails operate atomatically and conjointly with each other. When the signal is at "danger" the first half of the stroke closes the derail and the second half of the stroke locks it and moves the signal to safety; on the reverse movement the derail is unlocked and the signal is carried to "danger" during the first half of the

stroke and the derail is opened during the second half.

Now, with reference to the method of operation, I would first call attention to the fact flat all of the track is bonded, all automatic movements being made through track circuit. The limit of control of all the signals in this installation is indicated by the points marked "signal clear" on the various tracks, as shown on the track plan above. Assuming now that no train occupied the circuit on the P., D. & E. tracks, the engineer on the approaching train on the track of the St. L., P. & N. R'y Co. would find the distant signal, or indicator blade, at "clear," which would indicate to him that no train was occupying any of the opposing tracks and that the home signal would clear for him when he arrived at a point tive hundred (500) feet in advance of it; thus, as the home signal clears it also drops the track instrument, allowing the train to proceed over the crossing, and after it has passed out of the circuit the signals immediately go to "danger," However, should the track on the P., D. & E. be occupied, the distant signal on the track of the St. L., P. & N. track would be forewarned that the opposing track was occupied, and if he did not shut off steam and set his brakes, the track instrument would set his brakes for him.

The operation of the signals and derails on the tracks of the P., D. & E. R'y are similar to the automatic movements on the opposing track, with the exception, as above stated, that the signals are not provided with indicator blades owing to the fact that these tracks are slow speed. A train approach lades owing to the fact that these tracks are slow speed. A train approaching from the west on the track of the F. D. & E. R'y would throw automatically through track circuit the derail and clear the signal west of the crossing at a point five hundred and eighty (589) feet in advance of said signal, and conjointly with that automatic movement it would throw the derail and signal east of the crossing in one track or the other, depending on the location of the switch. As in the case of the signals on the track of the St. L., P. & N. R'y Co. the derails open automatically and signals go to "clear" as soon as the train has left the circuit at points marked "signal clears." The reverse movement (from east to west), of course, operates in the same manner.

The circuits which operate the St. L., P. & N. Ry, signals are controlled both by the P., D. & E. relays and the P., D. & E. signals, so that should a P., D. & E. signal lail to go to "danger" and open the derail the full stroke, the St. L., P. & N. signals would not "clear" even though all the P., D. & E. relays should properly recover.

The circuits which control the P., D. & E. signals are in like manner controlled by both the St. L., P. & N. relays and signals, so that should either of the St. L., P. & N. signals fail to make their complete movement to danger, none of the P., D. & E. signals could clear.

On the day of the formal inspection, Angust 2, 1899, we had in use a train on the track of the St. L., P. & N. Ry. Co. composed of an engine properly equipped, a baggage car and an officers' car. The P., D. & E. Ry. Co. furnished an engine for use on their track.

The first test consisted in operating the various signals and brake setting apparatus or derails, as the case may be, on each track. While these tests were being made, no train was allowed to occupy the circuit of an opposing track.

The second test consisted in ascertaining how close the St. L., P. & X. train would approach the crossing while the opposing track was occupied. Several runs were made from each direction, the train starting about two miles from the crossing and approaching the signal at the rate of about 30 miles per hour with the engine working steam until the train had passed the signal. In each instance, the engine equipment came in contact with the track instrument or brake-setting apparatus which effectually did the work it was designed to do and stopped the train within four hundred (400) feet of the crossing.

In every test made, the various functions worked admirably and without failure. During these tests, while one circuit or the other was occupied, it was impossible for any train on the opposing track to clear a governing signal.

On September 6th the Rowell-Potter Safety Stop Company gave a public exhibition of the operation of the device. Of the invitations sent out, some two hundred railroad men availed themselves of the opportunity to witness the operation of an automatic interlocking device that was new to them and a veritable novelty so far as being applied to a grade crossing.

During this exhibition various tests were made as during the formal inspection on August 24; the P. D. & E. Ry. Co. providing an engine for use on the property of the providing and engine buggage car and three caceless. Two trials were made with this train in an attempt to reach the crossing and disregard the signals while the track of the P. D. & E. Ry. Co. was occupied. You remember, as being one of the committee, together with Mr. R. S. Kayler, Commissioner of Railroads and Telegraphs, State of Oblio, and Mr. D. J. Palmer, of the lowa Commission, who were appediated by the visiting party to ride in the cab of the engine and see that the brakes were not applied by the emineer. In two trials with this train running 21 a speed of 50 miles per hour, the brakes were promptly applied by the safety appraisation the track, bringing the train to a stop at a distance of 500 feet in one case and 300 feet in the other, or approximately 300 feet from the crossing. In both trails, the engine continued to work steam for some little time after the brakes had been applied automatic colored by the engineer. Trials were also made of the operation of the devails and signals on the P., D. & E. track under conditions which arise in actual practice, and in all respects the system worked with entire satisfaction.

The principle of automatically applying train brakes is new only so far as it is applied in connection with interlocking devices at grade railroad crossings. It has been in use in connection with block signals since ISP2 and so far as I have been able to learn from diligent inquiry, their use is giving entire satisfaction.

A critical examination of the mechanism used in connection with the device at Hawley shows all parts ingeniously designed and substantially constructed.

LAKE ERIE & WESTERN RY, CO-Bridge No. 775; double 6 ft, arch, concrete masonry near Rankin, Illinois.



The installation of the entire system was performed in a substantial and workmanlike manner, and confirming my verbal recommendation at the Board meeting on August 3d, I again recommend that each road be allowed to run the crossing and that permits he issued to each in accordance therewith

(At a regular meeting at the office of the Commission in the city of Chicago on August 3, 1899, the Commission formally approved the above mentioned device. Permits were issued on August 7, 1899.)

Respectfully submitted

[Signed]

FRANK G. EWALD. Consulting Engineer

For the information of the Commission I present herewith a tabulated statement of derailments that occurred at interlocking systems for the period from December 1, 1898, to December, 1, 1899.)

CONDENSED STATEMENT OF DERAILMENTS AT INTERLOCKING SYSTEMS BY MONTHS.

December 1, 1898 to December 1, 1899,

Me	onths.	Col.	Col.	Col.	Col.	Col.	€ol.	Col.	Col.	Remarks.
December, January, February, March, April, May, July, August, September, November,	1898	6 9 9 8 5 10 8 9 9 11 19 22	1 1 1 2	2 3	1 1	1 2	1	5 1 2	14 13 11 10 16 14 12 9 16 22 23	
Total		125	8	7	5	4	1	15	168	

Note-Column No. I indicates derailment caused by train running against signals Column No 2 indicates derailments caused by towerman taking signals away from train.

of throwing switch under train.

Column No. 3 indicates derailments caused by defective interlocking functions, or deteets in signaling

(8) in signaling Column No. 6 indicates derailments samed by defective track. Column No. 6 indicates derailments caused by defective rulling stock. Column No. 6 indicates derailments caused by collision or trains parting on same track. Column No. 7 indicates derailments where cause is unknown.

It will be noted that the total number of derailments, for a period of one year, foots upon an aggregate of 168. Those appearing in columns Nos. 1, 2 and 3 are derailments that have a direct concern in connection with the interlocking device and foot up a total of 140 derailments. Column No. 1 which indicates derailments caused by trains running against signals, foots up a total of 125 and is altogether out of proportion to good results expected of safety devices at crossings. To be sure quite a number of these derailments occurred to switch engines and freight trains of unimportant character, but a number of them have been passenger trains; and while there has not been a large number of people injured, a considerable amount of damage was done, and it shows carelessness on the part of trainmen on some roads when we take into consideration that 125 derailments

were caused by trains running against signals. In one instance while a freight train of the Illinois Central R. R. Co. was standing on the crossing at South Elmhurst, a freight train of the Chicago Great Western Ry. Co which was approaching on the opposing track ran by the signal was derailed of course and cut the Illinois Central train in two, doing great damage to equipment of both companies in addition to wrecking the tower and interlocking device It is claimed on the part of one company that the trainmen of the C. Gt. W. Ry. Co. disregarded the signal and the C. Gt. W. Ry. Co. claim that the signal was taken away from them. A similar accident happened to a fast passenger train on the Wabash Railroad at Fairmont, although in this case, there was no dispute as to the position of the signal. These derailments force upon us this fact: the more the human agency, which is not infallible, can be aided or supplemented with automatic devices of practical value, no matter in what branch of the operating department it may be, the less will become the number of accidents, and in my opinion, the nearer will we reach the plane where accidents of this character will be reduced to a minimum

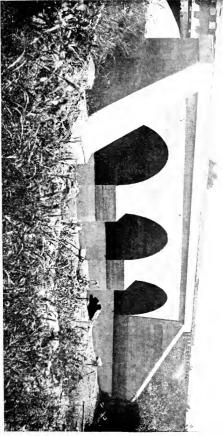
Up to December I, 1899, there have been issued by the Railroad and Warehouse Commission, 173 permits authorizing the operation of interlocking systems at railroad crossings. The use of five (5) of these interlocking systems has been permanently discontinued, thus leaving a total of 168 in operation which have a total of 4,352 working levers and a total capacity of 5,203 levers. A complete statement of the interlocking devices in this State for which permits have been issued, will be found following the inspection report.

CONCERNING INSPECTIONS

As a result of the inspections made during the season just passed, in all of which I accompanied the Commission, twenty-seven (27) railroads were inspected; twenty-three (23) of them being steam roads and four (4) of them elevated roads. These twenty-seven (27) roads operate a total of 6.625.9 miles in this State. It is gratifying to note the continued progress that is being consumated in the way of permanent improvements and the substantial manner in which many of the railroads are being placed.

The engineer of not so many years back, who located railroads with a view of securing a good ground line for his profile so that his road might be constructed as cheap as poossible, irrespective of the cost of operation, now finds it an entirely different problem; it is not how cheap the line can be constructed, but is now a matter of grades and tonnage, if he desires the road to be in position to meet active competition. For this reason, immense sums of money are being expended, by several railroad companies in this State in changing alignment and reducing grades to a basis where they can realize the the full capacity of their motive power. Take for instance the condition a number of railroad companies found themselves in when providing new power, say of fifteen hundred tons capacity, save perhaps on account of one grade which reduced the tonnage say to ten







hundred tons. The remedy therefore is to cut down the grades in order to realize full capacity of the motive power, if they would keep pace with keen competition.

In track construction, among the improvements noted is placing the nuts of track bolts inside of the track instead of outside. The chief advantage in this is convenience and saving of time for the track inspector.

In my last report I made some mention in regard to joint fastenings, and as a result of the inspections made during the season just closed, I note that several of these lines have been experimenting with patent joint fastenings of various kinds, with the result that several roads have signified their intention of adopting one kind or another instead of angle bars for all new work. This is an improvement in the right direction, but taking everything in consideration there is, in my opinion, but one joint fastening that does all that is claimed for it.

While the equipment of most of the roads in this State, is, generally speaking, in first-class condition, there might be additions and improvements made in the way of providing toilet facilities in passenger coaches. The closets should be larger and lighted at night. The expense in maintaining these little facilities is trilling as compared with the comforts derived by the patrons of the road.

The report in detail of the inspection of each road will be found immediately following this report to which your Honorable Body is respectfully referred.

Annual Reports.

In assisting the Secretary in the work of compiling the statistics from the annual reports submitted by the railroads, I found, with a very few exceptions, more or less information missing in all reports, and in order that the statistics might be as complete as possible, considerable time was consumed by correspondence in securing the necessary data. Our principal trouble is with that part of the report where it refers to earnings and expenditures in Illinois. Where actual figures can not be given, the instructions are that figures shall be returned on "train mileage basis," but when no train mileage is returned, as was the case with a few of our largest lines in the State, coupled with the statement that they could not furnish it, the information pertaining to this important part of the statistics is therefore unreliable and incomplete.

Another point in connection with earnings and expenditures for Illinois is where some of the interstate roads charge terminal facilities in full against the expenditures in this State which facilities ought to be considered as common to the entire systems (with few exceptions) and the terminal charges under expenditures made proportional.

The data called for in our blank forms with respect to mileage is the same as that called for in the reports of the Inter-state Commerce Commission. Under 1-B., Branches and Spurs, the railroads have the privilege of entering length of spur tracks where they are used for traffic purposes only, but we have in our report, as returned by some railroads, some 200 miles of track that are nothing more nor less than commercial or industrial tracks, and I can't see where such tracks have any place with the mileage of main line and branches. It is very seldom that such tracks represent any capital stock or funded debt, and in my opinion where tracks of that nature are not actually considered as branch lines and not represented by capital stock, no entry should be made under this heading.

As suggested, the data of the elevated and electric lines has been compiled separately. Partly for the want of time to prepare tables especially fitted for elevated and electric lines, and partly to show forcibly the necessity for compiling the statistics of the elevated and electric roads in a somewhat modified form, the various tables under which the data is compiled, correspond to the tables under which the data of steam roads is compiled.

RECOMMENDATIONS

Without commenting in detail as to the necessity for placing all electric street car lines under the jurisdiction of the Railroad and Warehouse Commission. State supervisions of these roads, which are rapidly assuming the functions of steam roads, is urgently required.

I would also call attention to the necessity of such legislation as would prevent the construction of new roads in this State until the necessity for the same, including details as to the manner of crossing highways and railroads. has first been passed upon by the Commission. Such legislation is not new in this country, and in England it has been in force for many years. The reasons for such supervision are many and would give beneficent results.

Although the Legislature does not meet for a little over a year hence, it may not be inappropriate to recommend at this time, such legislation as would be equitable to all concerned.

Respectfully submitted.

FRANK G. EWALD.

Consulting Engineer.



REPORT CONCERNING THE PHYSICAL CONDITION OF RAILROADS INSPECTED DURING THE VF AR 1899

BELT RAILWAY COMPANY OF CHICAGO.

This road operates no passenger trains and does only a switching or transfer business over tracks leased from the C. & W. I. R. R. Co., amounting to 21.31 miles and extending from South Chicago to Cragin, all located within the limits of the city of Chicago. With the exception of a few coal and caboose cars owned by tais company, it leases all of the equipment in use from the C. & W. I. R. R. Co.

The road operated by this company is double track and laid with 65 bb, steel with broken joints on oak ties and ballasted with gravel, einders and slag. Split switches with stiff frogs are in use. Considering the amount of traffic passing over the road the track is in very good condition.

They cross two (2) railroads overhead and cross eight (8) street railways and thirty (30) highways or streets at grade. Of the fourteen (14) grade railroad crossings, six (6) of them are interlocked. No block signals in use.

Centralia & Chester R. R. Co.

This road was placed in the hands of a receiver during the year 1897 and extends from Chester to Salem, it having an ownership of 99.5 miles between those points. The construction of this road began in the year 1888 and the last stretch of it extending from Branch Junction to Salem, was built during the years 1897. 1898 by the receiver. It is a single track road, 20 miles of it being laid with 75 lb, steel and the balance with 60-lb, steel, all laid with broken joints on oak ties. This rail is all in good condition with the exception of that part of the line between Branch Junction and Salem, which was laid with second-hand steel in 1896, when that part of the line was constructed and is budly surface bent. Generally speaking, the track was in good line and track at the time we passed over it. Split switches with stiff frogs and Johnson switch-stands are in use and all in first class condition.

BRIDGES.

All of the bridges on the line are of wooden character, and while a good many renewals and repairs have been made by the receiver and are in good and safe condition so far as their carrying capacity is concerned, the inspection revealed the fact that the bridge ties were not fastened with guard rails except in a few instances. Should a car become derailed on approaching a bridge where the ties are not properly fastened with guard rails, the tendency would be to bunch the ties when the derailed car struck the bridge, and most likely the cars in the train following it would be precipitated to the ground through the opening in the bridge made by the derailed car. If employes and passengers seaned injury or loss of life should an accident of this kind

occur, there still remains the contingency of loss of property which would foot up into hundreds or more likely thousands of dollars that would pay for equipping many bridges with guard rails. No bridges on this line are equipped with iron guard rails for the purpose of preventing a derailed car approaching a bridge from running off the ties and keeping it on the track at least until it passed over the bridge. These guard rails are usually of "T" rail laid between and ten (10) inches from the guage side of main track rail. No barrels provided with water in case of fire was noticed at any of these bridges.

STONATING

The road crosses 76 highways or streets at grade, and of six railroads crossed at grade, three of them are interlocked. No block signals are in use.

STATIONS.

With the exception of only a few stations there are none that may be considered in good condition. None of the stations are provided with train order signals, but as the traffic on this road is light, there does not appear to be a necessity for any.

CONCLUSION.

Since the road has been in the hands of the receiver its condition has steadily improved. A considerable portion of the right of way, however, is still unfenced and at the time we passed over the line, which was during the month of betober, evidence was at hand that the right of way was not kept clean of weels. Aside from the defects with reference to guard rails on bridges, the track was in good line and surface and for a mud track road it was in excellent and safe condition.

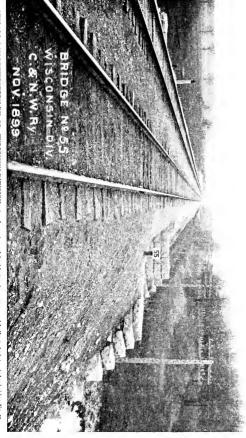
CHICAGO & NORTHWESTERN RY. CO.-TRACK.

Galena Division, Main Line.—The main stem of the Galena division, which is a part of the Council Bluffs and Omaha line, extends westward from Chicago across the State of Illinois to Clinton, Iowa. Between these points it is a double track road, laid with 90-lb, steel rails, with even joints on oak ties. The joints are suspended and fastened with angle bars of suitable weight, with the addition of iron plates about \$^{1}_{2}\$-inch thick, placed underneath the joint. Each plate is provided with four (41 spike holes properly located so as to coincide with the slot in the angle bar. The track is well ballasted with gravel and in first-class line and surface.

Split switches with spring rail frogs and the improved Ramapol stands are standard on this line. Semaphore signals are operated manually in connection with all facing point switches and cross-overs at outlying points, or where the switches are located not far from the end of a curve. These semaphores are usually located from one thousand to fifteen hundred feet from the switch it governs.

Galena Dir., Aurora Branch.—This line extends northward from Geneva a short distance to St. Charles and southward to Aurora. It is a single track line laid with 60-lb, steel, with even points on cedar and oak ties, and fastened with angle bars of suitable weight. Split switches with stiff frogs and the old style circular switch stands as well as a few Ramapol stands are in use. This line is also ballasted with gravel and the track is in fairly good line and surface.

Galera Dir., Spring Valley Branch.—This branch extends southward from DeKalb to Spring Valley, from which point the C. & X. W. Ry, Co, receives the major part of their coal supply. It is a single track road and is laid with 60-lb, steel, with even joints on oak ties and fastened with angle bars of suitable weight. All switches on this branch have split points, stiff frees, with





both the old style circular stands and the Rumapol stands. This track is also well bullasted with gravel and cinders and is maintained in good line and surface.

Galena Div., Northern Illinois Line.—This line is also a single track road and extends northward from Courtland and De-Kalb into Wisconsin, the line leaving the State near Beloit, Wisconsin. The track is laid with 60 lb, steel with even joints and fastened with angle bars of suitable weight. Cedar ties split points, the state of the state of

Galena Dic., Freeport Line.—This is also a single track line and extends northwesterly from West thicago to Freeport, which is the end of the line. This track is laid with 65 lb, and 72 lb, steel, with even joints and fastened with angle bars of saitable weight, with the addition of a "ja-inch iron plate underneath each joint. Cedar ties are used on tangents and oak ties on curves. Split points with stiff frogs and Ramapol stands are in use. The track is well ballasted with gravel, but taking into consideration the weight of rail in use and fastenings of approved character, the track does not appear to be in as good surface as the track of the other more important lines passed over. This no doubt is due to a great extent to the great amount of traffic passing over the line, the track of which is laid with cedar ties without the use of tie plates. However, it is in good and safe condition.

Galena Dir., Fox River Line.—This line extends northward from Fox River Junetion to Lake Geneva and crosses the State line near Genoa Junction, Wisconsin. It is a single track road, laid with 60 lb. steel, with both even and broken joints. Cedar ties are used on tangents and oak ties on curves. Split points with stiff trogs are used in all switches which are maintained in an excellent condition. The road is ballasted with gravel, is in good line and in fairly good surface.

Wisconsin Dir., Main Line.—The main line of the Wisconsin division extends northwesterly from Chicago and touches the State line near Capron. With the exception of about five (5) miles of their main track extending from Clybourn Junction (Chicago) to Mayfair (Chicago), the road is double track from Chicago to Harvard and single track for the remaining distance. The track is laid with 50-lb. steel and 90 lb. steel, with even joints on oak fies. The joints are fastened with angle bars of suitable weight, with ½-inch iron bed plates placed underneath the joints, as is done on the Galena division. All switches are provided with split points, spring rall frogs and the improved frack is well ballastied with gravel and is in first-class line and surface. The

Wisconsin Die., Kenosha & Rockford Line.—This line extends northeasterly from Rockford to Kenosha and strikes the State line near Genoa Junction. It is a single track road, laid with 60-lb, steel with even joints. Cedar ties are used on tangents and oak ties on curves. Split switches, stiff and spring frogs and the old style circular stands with some Ramapol stands, are in use and maintained in an excellent condition. The track is well ballasted with gravel and is in good line and surface.

Milwauke Dir., Main Line.—The main line of the Milwauke division is the C. & N. W. Ry. Co.'s direct route to Milwaukee and Northern Michigan, extending northward from Chicago close to the shore of Lake Michigan, and touching the State line near Spring Bluff. With the exception of about four and one-half (4½) miles of third main track extending from Derring (Chicago) to Rose Hill (Chicago), it is a double track road. The track is laid with 80-lb. steel, with even joints on oak ties, the joint fastenings being the same as those in use on the main lines of the Galena and Wisconsin division. The switches are all provided with split points, spring rail frogs and Ramapol stands and maintained in first-class condition.

The track is ballasted with gravel, but is now being reballasted with slag obtained from the North Chicago Mills, Chicago, Illinois. Aside from making good ballast, this slag is of a greenish hue and makes a very handson, e looking track. The track on this line is in excellent line and surface and .s maintained in fixer class good with the surface and .s maintained in fixer class good line.

Miltrankee Division, Manfair Cut off.—The Mayfair Cut-off is a double track line extending from Mayfair (Chicago) to Evanston, and with the exception of one passenger train a day each way is used entirely for freight traffic. The track is laid with 70-pound steel with broken and even joints on oak ties. The joint fastenings are like those in use on the main line. Split switches, spring frogs and Ramapol stunds are in use. The track is well ballasted with gravel and is in excellent line and surface.

DDICTER AND CATTER ATABLE

With the exception of one (1) wooden bridge on the main line of the Galena division, the bridges on all the main lines of the C. & X. W. Ry. Co., in this State are of permanent character and maintained in first class condition. There is presented in connection with this report, half tone plates of double track bridge No. 55 located on the Wisconsin Division, showing surface and side views, and which is deserving of special mention. The views are self explanatory and show a plate girder bridge with a tight floor and the track lying on a bed of gravel, thus giving a continuously ballasted track. It shows a bridge of substantial and permanent character and is one of a few bridges of this character in use on this system, the adoption of which gives an unbroken track that makes very smooth riding.

While there are a great number of bridges of permanent character on the branch lines in this State, the major part of the bridges are of wooden character, but all appear to be in first class condition and well maintained, Most of the iron bridges are provided with iron guard rails; none of the wooden bridges are so provided that I noticed. The wooden surface cat leg guards are standard on the C. & N. & system and are in see on all lines, On the Spring Valley branch, however, there are also some open cattle guards in use.

STGNATING.

On the line of this system there are 44 overhead highway crossings and 10 overhead railway crossings and it crosses 500 highways and streets at grade, 21 street railways at grade, and 38 grade railwad crossings, of which 17 are interlocked. There have been issued to the C. & N. W. Ry. Co., however, 22 permits up to December 1, 1829, covering the use and operation of interlocking devices which include those in use at junction points and yards.

The main lines of the various divisions are provided with block signals, as follows: vice

Galena Division-Main Line.

Westir ghouse Hall automatic Manual block	bluck signals.	W. 40th St.	to W. Chic	ago		25.25 miles
Total nur	nber of miles o	of line equip	ped with blo	ock signal:	٠	135.10 miles

Wisconsin Division-Main Line.

Westinghouse automatic poseumatic block signal, Chicago to Clybourn Jet	2.9 miles 28.7 miles 31.1 miles
Total number of miles of line auninned with block signals	62.7 miles



Milwaules Division-Main Line

Westingbouse automatic pneumatic block signals, Chicago to Deering Hall automatic block signals, Deering to Waukegan Manual block signals, Waukegan to State line	3.5 miles 32.5 miles 10.0 miles
Total number of miles of line equipped with block signals	46.0 miles

The pneumatic block signals on the Wisconsiu and Milwaukee Divisions were in course of construction during the month of November when the inspection was made. The manual blocks are operated from station to station, except where the distance between stations is too extraordinarily long, in which event intermediate stations are located. Green lights are used at night to show clear position of all main track switches and signals.

STATIONS

The main line of all divisions in this State are generally provided with station buildings of elegant and substantial character. As evidence of this statement, there is shown in connection with this report, several half tone plates of stations on the line of this road. The station buildings on the branch lines are also, generally speaking, in excellent condition and well maintained. While the most of the platforms at stations are of wooden character, they have a great many platforms made of macadam, and a few of brick, which I understand, have been adopted by this road as standard.

All stations on the main lines are provided with senaphore train order signals, which also serve as manual block signals on that part of the lines where that form of block signals are in operation. As stated before, these signals are position signals for day use and color signals for night use, using a green light for "clear," and are normally at "danger." All stations on the branch lines are also provided with train order signals, being those commonly known as train order boards and are of two different styles, and show red day and night for "idanger" or "stop," and white or neutral for "clear." With the use of these train order boards trains are blocked ten (10) minutes apart and then allowed to proceed.

The main shops of the C. & N. W. R'ry Co. are located at West 40th street, Chicago. These shops are quite extensive in character and appointment. Over two thousand machinists and shopmen are annually employed.

RIGHT OF WAY.

The ditcles on all lines are maintained in a neat and clean condition, without which good drainage can not be secured, which is one of the requisites for good track. The right of way also is maintained in a very clean and neat condition.

The fence along the right of way is also maintained in a first-class condition. Although most of their fence is barbed wire fence commonly in use, they have a great amount of woven wire fencing of three different makes fastened to cedar posts. This fence appears to be giving good satisfaction, and I understand that it has been adonted by this company as standard.

CONCLUSION.

During the past three or four years the C. & N. W. R'y Co. has elevated the tracks of all divisions, including their Rockwell street line, for a considerable distance within the limits of the city of Chicago, thus eliminating several grade street crossings and not only allowing its trains to be operated at a safer and higher rate of speed, but also provides against the dangers of crossing accidents. (Further information in regard to amount elevated, etc., will be found in a tabulated statement in my annual report.

The third main track on the Wisconsin division, extending from Clybourn Junction to Mayfair, 5 miles, and the third main track on the Milwankee division, extending from Deering to Rose Hill, Hy miles, are treated as express tracks, and through southbound trains have the right to use this track in the morning and through northbound trains in the evening. These third main tracks being located on that part of their respective divisions which is slevated, there is no delay to the through trains, nor do they interfere with the operation of the suburban or local trains which use the two outside tracks. On the whole, the service given by the C. & N. W. R'y Co. in and out of Chicago has greatly improved since the completion of the track elevation.

The road is well provided with crossing, station, whistle and other signs used for various purposes. A great many of the commercial tracks, where the grade is used as to require it, are provided with derailing switches. Guard rails in switches are fastened by means of spiking, and blocking is provided for all switches. While their switches are both trailing and facing, on double track, cross overs are usually out in trailing. The conjument of this system is,

cross overs are usually put in trailing. The equipment of this systemetally speaking, first-class and maintained in excellent condition.

The C. & N. W. R.Y. Co. owns 333.9; miles of road in this State, and taking all things into consideration, it can be truly said to be a first-class road in every respect and may justly be considered one of the best in the country.

CHICAGO & WESTERN INDIANA R. R. CO.—TRACKS.

The C. & W. I. R. R. Co., strictly speaking, is a terminal company, and in a sense, is operated by the tenant companies that use its terminal facilities in Chicago. The tenant companies using these terminal facilities are the A., T. & S. F. R. Y. Co., C. & E. L. R. R. Co., C. & E. R. R. Co., C. & G. T. R. Y. Co., and the Wabash R. R. Co. The line of this company lies wholly within the State of Illinois, the larger part of it lying within the city limits of Chicago. The line comprises a total of 48.5s miles, of which 6.84 miles is leased to the C. & E. I. R. R. Co. and 21.31 miles to the Belt R'y Co. of Chicago, leaving 20 43 miles operated by this company.

of the eags, teaching 5 of sines operated by this company.

Of the 48.55 miles of track owned, 43.83 miles is double track, with the addition of 9.75 miles of third main track and 9.75 miles of fourth main track and 105.9 miles of yard track and sidings. That part of the line operated from Chicago to Oakdale (Chicago) is laid with 80 pound steel laid with broken joints, and the line operated between Hammond Junction and State line is laid with 90-pound steel and some 60 pound steel, all with even joints and on

oak ties and fastened with angle bars of suitable weight.

On the main line extending from Chicago to Oakdale (Chicago) all of the main line switches are provided with split points and some spring ruil frogs, but the most of them are stiff frogs. It is the ultimate intention, however, to use spring rail frogs in the future in all main tracks switches. The switches on the line extending from Hammond Junction to State line are equipped with sult rounds and stiff frogs.

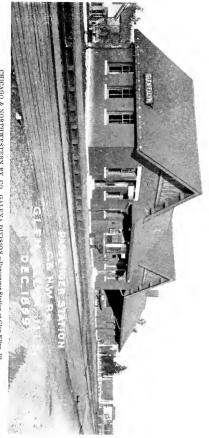
The track is well ballasted with crushed stone and slag, 1.71 miles being ballasted with sand. Considering the vast amount of traffic passing over their tracks, they are maintained in good line and surface.

BRIDGES AND CATTLE GUARDS.

This road has only two (2) bridges of steel construction and three (3) wooden trestles, all of which are maintained in good condition. Surface cattle guards are used in the few cases when they are necessary.

SIGNALING.

Of the nineteen grade railroad crossings, nine of these are interlocked, and such interlocking devices as are in charge of this company are in good condition and well maintained. The main line extending from Chicago to State line, 20.43 wiles, is equipped with manual block signals, the distance between the blocks, Chicago to Oakdale (10.15 miles), averaging 0.42 miles, and those on the balance of the line to the State line, averaging 1.47 miles.



CHICAGO & NORTHWESTERN RY. CO., GALENA DIVISION.-Passenger Station at Glen Ellyn, III.



All block stations are connected by a system of electric bells, and by means of a code of signals the signalmen are able to communicate with each other; and in the operation of these block signals a clear signal is given to a train approaching a block station only when the block in advance is clear. Green lights at night are used to show the "clear" position of all main track switches and white lights on signals at interlocking devices, and on all of the block signals.

STATIONS.

There are 18 stations on the line owned by this company, which includes the terminal station on Polk street, Chicago. Aside from the terminal station, none of them may be considered of a pretentious character, but average only in fair condition.

RIGHT OF WAY.

The right of way is of varying width and is kept in a reasonably clean condition. The fencing is not in first-class, condition, but as a major part of this line are right of the property of the part of the pa

CONCLUSION.

In addition to the 19 railroad crossings on the line of this road there are 3 overhead highway crossings, 1 overhead railway crossing, 16 grade railway crossings, and 79 grade highway crossings.

During the year 1898 the C. & W. I. R. R. Co., in conjunction with other companies interested, depressed its main tracks at 16th and Clark streets, Chicago, to the extent of 0.38 miles in length, thus eliminating the grade street crossing at Clark street, and a very dangerous grade railroad crossing. They have very recently accepted another ordinance passed by the city coucil of Chicago, requiring them to elevate their roadway from 21st to 79th streets. In view of the number of tracks:motived it will be a big undertaking.

The shops and round house of the C. & W. I. R. R. Co, and Belt Ry. Co, of Chicago are located at \$3d street and Vincennes avenue. Generally speaking the road is maintained in an evellent and safe condition.

CHICAGO, BURLINGTON & QUINCY R. R. Co.

The C. B. & Q. System, with its Omaha and Denver line extending across the State southwesterly from Chicago, its St. Paul line northwesterly from Aurora, and its Quincy line southwesterly from Galesburg, together with the ramifications of its various branches and leased lines, make up a total of 1402.33 miles of line operated in this State exclusive of trackage rights, of which 803.53 miles is owned by it. All of the mileage of this company with the exception of about 225 miles were inspected and from informal trips made over their road now and then, it is safe to assume that it would compare favorably with the balance. In brief detail the condition of the property inspected is as follows, viz.

TRACK.

Main Line, Chicago to Burlington, 206 miles.—From Chicago (Canal street) to Hawthorne, the road has four (4) main tracks for a distance of 5½ miles; Hawthorne to Downer's Grove, three (3) main tracks for a distance of 21 miles; Eola to Aurora, three (3) main tracks for a distance of 21 miles; and Downer's Grove to Burlington, two (2) main tracks. Excepting 30 miles of 85-lb. steel rail this line is laid with 75-lb. pattern; all laid with broken joints on oak ties and fastened with angle bars of suitable weight, each angle bar having six (6) bolt holes. The track is well ballasted with gravel and is in excellent line and surface.

Split switches in main track with spring rail frogs and Ramapol stands are standard on this line. Such main line switches as demand it, owing to curvature or otherwise, are protected with home and distant signals which are operated manually and in connection with the switch.

Main Line, Galesburg to Quincy, 101 miles—This is a single track line, 30 miles of it being laid with 70-lb, steel and balance with 66-lb, steel, all laid with broken joints on oak ties and fastened with angle bars having six (6) bolt holes. This track is well ballasted with gravel, einders and burut clay and is in excellent line and surface. All switches in main track are split switches with spring rail frogs and Ranapol stands, and protected with home and distant signals where they are similarly situated as those on the line from Chicago to Burlington.

Main Line, Aurora to Pactage (St. Paul Line), 134.5 miles.—This line is laid with 66 lb, steel, with broken joints on oak ties and fastened with angle bars of suitable weight. Split switches with spring rail frogs and Ramapol stands are also standard on this line. Semaphore signals are also operated manually in connection with switches at outlying points, or where switches are not far from end of curve. Aside from a tew rough spots in the track at the time we passed over it, the track was in good line and surface and maintained in excellent condition.

Shabbona to Pare Pare, 8 Miles.—Track laid with rail weighing about 56 pounds per yard, with even joints on oak ties and fastened with angle bars of suitable weight. Track is well ballasted with gravel and cinders and is maintained in good condition.

Paw Paw to Sterling, 40 Miles.—The track on this line is laid with some 56pound iron rail and balance with steel of about the same weight. It is laid with even joints on oak and cedar ties with fastenings of suitable character. Split switches with stiff frogs are in use on this line. The track is in fairly good condition.

Sterling to Barstow, 41 Miles.—The track on this line is laid with steel weighing about 60 pounds per yard, with even joints on oak and cedarties, with fastenings of suitable character. This track is well ballasted with sand and gravel, and is in good and safe condition. Split switches with stiff frogs are also used on this line and well maintained.

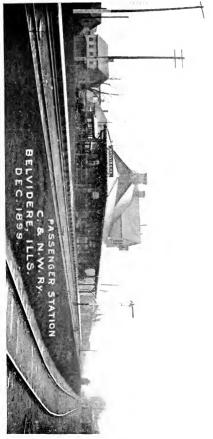
Galva to Alphu, 18 Miles.—The line from Galva to Alpha is a part of the line extending as far west as New Boston on Mississippi river and is laid with steel weighing about 60 pounds per lineal yard with even joints on cedar ties. While this track is not all ballasted, it is in very good condition, considering the amount of traffic handled.

Burlington to Quincq, 72 Miles.—This is a single track line and is laid with steel weighing about 66 pounds to the yard with even joints on principally soft ties and some oak ties. The joints are fastened with angle bars of suitable weight. While a few of the main track switches are split switches, the majority of them are stub switches. The track is not ballasted, but as a "mud track" it is in good line and surface and in very good condition.

Quincuto Louisiuma 46 Miles-This is also a single track line, laid with 60-pound steel, excepting about 15 miles, which is laid with chair iron. The track is laid with even joints on cedar ties, with fastenings of suitable character. The track is not ballasted, but as a "mult track" it is in good condition.

Altun to Rock Island, ria Monwouth, 2:0 Miles.—This is also a single track line and is land with 65 pound steel, with even joints on oak ties and fastened with angle bars of suitable weight. All switches in main line are provided with split points, about one-half of them having spring rail frogs, and the other stiff frogs. The track is well ballasted with burnt clay, cinders and gravel, is in good line and surface and both track and switches are maintained in excellent condition.

Yates City to Buda. 47 Miles.—Single track roadbed laid with steel weighing about 60 pounds to lineal yard with even joints on cedar ties. About one-half of the track is ballasted with cinders and gravel. Track is in good condition.



CHICAGO & NORTHWESTERN R'Y CO., GALENA DIVISION.-Passenger Station at Belvidere, Illinois.



Galeshurg to Peoria, 52 Miles.—Single track roadbed laid with 66-pound steel laid with broken joints on oak ties. All switches in main track provided with split points and spring rail froze and maintained in excellent condition. This track is well ballasted with einders and gravel, is in good line and surface and is; in excellent condition.

Savannah to Fulton, 18 Miles.—Single track laid with steel weighing about 60 pounds per lineal yard on oak and cedar ties. This track is not ballasted, but is in good condition.

Fulton to Streator, 20 Miles.—Single track laid with 66 pound steel on oak and ceder ties and fastened with angle bars of suitable weight. The track is well ballasted and is in good line and surface and maintained in excellent condition.

Streator to Aurora, 60 Miles.—Single track laid with 66-pound steel on oak ties fastened with angle bars of suitable weight. This line is also well ballasted and maintained in excellent condition.

BRIDGES AND CATTLE GUARDS.

With few exceptions, the bridges and culverts on the main line, Chicago to Burlington, are of permanent character. Owing to lack of detailed information with respect to the number of bridges on the main line, I am unable to give number of bridges of permanent character as compared with wooden bridges, but a large percentage of them are structures of permanent character. The branch and leased lines have a number of steel structures, but the larger part of them are wooden bridges. All Howe truss bridges built on the C., B. & Q. system are covered, and in their experience they have proven that it adds considerably to the life of the structure to do this.

On the Rock Island-St. Louis line, the bridge across the Illinois river at Beardstown was renewed with a modern steel structure. The Howe truss bridge across Rock river, with its two approaches, was also on the list for renewal.

During the past season the company has had in process of construction two modern steel structures designed for double track over Bureau and West Bureau creek in lieu of the single track deek bridge that is deserving of special mention. The abutments and piers are constructed of concrete and the superstructure is nearly designed. The distance from the top of the bridge to the bottom of the stream below, in both cases, is about 100 feet. All their bridges on main line are provided with iron guard rails and in some instances, bridges on branch and leased lines are so provided. In most all cases, water barrels are provided in case of fire. It may not be out of place to say that the management of the C., B. & Q. R. R. Co. take special pride in maintaining all of their bridges in first-class and safe condition. Cattle guards in use on the main line are surface guards, but on branch and leased lines both open and surface guards are used.

SIGNALING.

The main line is provided with block signals, as follows, viz.: Canal street, Chicago, to Kedzie arenue, Chicago, Westinghouse pneumatic automatic block signals, 3.5 miles; Kedzie avenue, Chicago, to Aurora, manual block signals, 35.5 miles. On the main line west of Aurora, and on the Quincy branch, the train order signals, which are of semaphore type at all stations, are used as block signals. Between Canal street, Chicago, and Aurora, no two trains are allowed in the same block. The method of blocking trains west of Aurora allows no train to follow a passenger train until it has reached the next station. Freight trains are held ten minutes apart. Of the 71 grade railroad crossings I7 of them are interlocked, and such of them as are in charge of the C., B. & Q. R. R. Co. are maintained in an excellent condition. White lights at night indicate "clear" on all switches, train order signals, block signals and signals at interlocking devices.

STATIONS AND BUILDINGS.

The stations on the main line are neat and commodious in design and a great many of them are deserving of special notice. That one particularly at Quiney, together with the new terminal facilities, which was recently completed at a cost of half a million dollars, is a handsome and commodious structure. Generally speaking, the stations on the branches and leased lines are well situated to the requirements and maintained in good condition. All stations provided with train order signals are those of the semaphore type, being a position signal for day use and color signals for night use. While the platforms at the majority of the stations are of wooden character, a great many brick paved platforms are being laid, and these, I understand, are now their standard platforms. The C. B. & Q. R. R. Co. have a handsome and commodious office building in Chicago and their shops, which are located at Galesburg, are well adapted for their requirements.

RIGHT OF WAY.

Generally speaking, the direlnes and right of way are maintained in a next and clean condition. In a few instances, however, it was noticed that ne ditches are quite close to the track, thus making it impossible to maintain a proper shoulder to the ballast, and where such is the case the track can not be as well maintained, nor will it ride as smooth because of this defect. The right of way fence in ne is the standard barbed wire fence with board fencing at highway crossings. In a few instances the fence is in need of repairs, but generally speaking, it is in good condition.

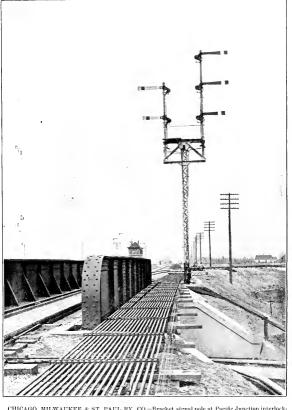
CONCLUSION.

The necessary station signs, crossing signs, whistle posts, etc., are provi ed as required by law or as necessity demands for safety and convenience in operation. At Quincy the company has a rail mill, where all steel taken up on the main line is straighted and the ends sawed off before being relaid on the branch lines. Treated in this manner, secondhand steel for the branch lines is especially well suited for their requirements. Although the steel in the main line is laid with broken joints, only a few of the branch and leased lines are so laid, but in the future all track laid by this company will have broken joints, which is now their standard. All guard rails in switches are fastened to the stock rail by means of three bolts and cast iron separators. All switches and guard rails in switches are provided with blocking.

In the way of additions and betterments, this company has not been lacking in the way of permanent improvements constructed the past season. Among these may be mentioned the elevation of its main line in the city of Chicago, extending from Western avenue to West 40th street for a distance of two (2) miles. This elevation carries four (4) main tracks and the improvement will greatly better their service in and ont of Chicago. A great deal has been done in the way of cutting down grades and straightening their lines. The equipment of this company is in first-class condition and well maintained. The property of the C. B. & Q. R. & Company may also be justly considered as excellently maintained, well regulated and one of the best in our State.

CHICAGO, MILWAUKEE & ST. PAUL R'Y Co.-TRACK.

Chicago a Conneil Bluth Division.—This division rans westerly from Chicago across the State, a distance of 128 miles, to Savannah. Although the trains on this division ran by way of the Milwaukee division between Chicago and Pacific dunction, the C. & C. B. division proper begins at C. & E. Junction in North Chicago. From this point to Savannah it is a double track road, excepting for a distance of about 3.2 miles (Pacific Junction to Galewood), where the road has four (4) main tracks. About 75 per cent of this line is laid with 75-pound steel and the balance with S5 pound steel, which is now their standard pattern for main line. The track is laid with even joints on tangents and broken on curves, and laid principally on oak these and fastened



CHICAGO, MILWAUKEE & ST. PAUL RY. CO.—Bracket signal pole at Pacific Junction interlocking. Mast is made up of four 2½ in x 2½ in x 5-16 in, angles, laced and weighs 2,000 pounds without fittings and bracket poles.



with angle bars provided with six (6) bolt holes. Where cedar ties are used tie plates are provided. The joints are fastened with angle bars of suitable in the plate are provided. The plate is are fastened with angle bars of suitable the plate is a plate of the plate is a plate in the plate is plate in the plate is plate in the plate is plate in the plate in the plate in the plate in the plate is plate in the plate is plate in the plate in

Milwaukee Division.—This is their main line to Milwaukee and the north-west, and extends north from Chicago a distance of 48 miles to the State line near Russell. Except for a distance of 2.6 miles where four (4) main tracks are in use it is a double track road, laid with their standard 85-pound rails, and is laid with both even and broken joints on oak ties. On a part of the line the joints are fastened with angle bars commonly used, which are of suitable weight and provided with is (6) bolt holes. The joints on the balance of the track are laid with continuous rail joints and have been in use about two (2) years. On the entire length of this division traversing the State, there is but one (1) facing point switch. All main track switches have split points and spring rail frogs. This track is also well ballasted with gravel, and is maintained in first class condition.

Racine & Southrestern Dirison.—This is a single track line running southwesterly from Racine, Wisconsiu, entering the State near Beloit and thence to Savannah, and south to Rock Island, a total distance of about 99.5 miles, not including the mileage of that part of the C. & C. B. Division between Kittredge and Savannah. The line from Beloit to Kittredge, 51.5 miles, is laid with 69, 65 and 75-pound steel, the most of it being of the latter weight. The track is laid with even joints on oak and cedar ties and fastened with angle bars of suitable weight having holes for six (6) bolts. All main track switches are provided with split points and spring rail frogs.

That part of the Raeiue & Southwestern division extending from Savannah to Rock Island. 48 miles, is laid with steel weighing about 60 pounds to the lineal yard, with even joints on oak and eedar ties, principally cedar. The joints are fastened with angle bars of snitable weight, and provided with holes for six (6) track bolts. The switches in use on this part of the line are provided with split points and stiff frogs. The track on this division is ballasted with sand, einders and gravel, and is maintained in good condition.

Rockford & Janesrille Line, R. & S. W. Dirision.—This is also a single track line and extends from Rockton to Rockford, which is the southern terminus of the line. It is laid with second-hand 65-pound steel that has been rerolled into 60 pound steel and is in excellent condition. The track is laid with even joints on oak and cedar ties and fastened with angle bars of suitable weight. Split switches with stiff frogs are also in use on this line. The track is well ballasted with gravel, is in good line and surface and is well maintained.

Evanston Division.—This is a suburban line of the C. M. & St. P. Ry, Co., and extends north from Chicago to Llewellyn Park, a distance of 13.75 miles. It is a double track laid with 60-pound steel with even joints on oak and cedarties. The track is well ballasted with crushed stone and maintained in excellent condition.

BRIDGES AND CATTLE GUARDS.

On the C. & C. B. division, quite a number of the wooden bridges have been filled up or replaced with concrete enlyerts during the past season. The double track pile bridges at Kittredge where the R. & S. W. division forms a junction with the main line, has had some repairs made on it during the past season, or rather, early in the season, but is on the list to be renewed at once. This company is also rebuilding its drawbridge across the north branch of the Chicago river with a new single track steel structure. This division has a great number of permanent bridges, and as fast as the wooden bridges need renewal,

they are replaced with permanent structures. All bridges are provided with water barrels and quite a number of them have iron gnard rails. It is the intention of the management where such bridges are without them, to provide guard rails on all bridges over thirty (30) feet long.

On the Milwaukee division, all openings are provided with permanent structures, and while all bridges are not provided with guard rails, it is the intention to do so where the bridges are over thirty (30) feet long.

The R. & S. W. division, also the Rockford & Janesville line in this State, have quite a number of permanent bridges and a great many of them are provided with guard rails.

All bridges are provided with water barrels. As reflecting the character of some of the permanent structures located in this State on the line of the C. M. & St. P. Ry., there is shown in connection with this report, several half tone plates.

Surface cattle guards of wood, some of them having iron corrugated edges, are universally used on this line.

SIGNALING.

The Hall automatic block signals are in use on the C. & C. B. division between Pacific Junction and Galewood, a distance of about 3.2 miles. The same character of block signals is also in use on the Milwaukee division extending from Western avenue, Chicago, to Pacific Junction, a distance of 2.6 miles.

All stations on the line of this road in this State, excepting that part of the R. & S. W. division between Savannah and Rook Island, are provided with semaphore station signals. The line between Savannah and Rock Island has the common train order boards in use. The train signals on the R. & S. W. division north of Kittridge have just been renewed with from masts, which are standard with this company. The masts on the C. & C. B. division are replaced with iron ones as soon as they need renewal.

With very few exceptions, all of the street ear lines crossing the Chicago & Evanston division within the city of Chicago are interlocked and giving entire satisfaction. This is a branch of interlocking that does not come under State supervision. Of the 44 grade railroad crossings in this State, 15 of them are interlocked.

White lights are used at night on all block signals, station train order signals, interlocking signals and all the main track switches.

STATIONS.

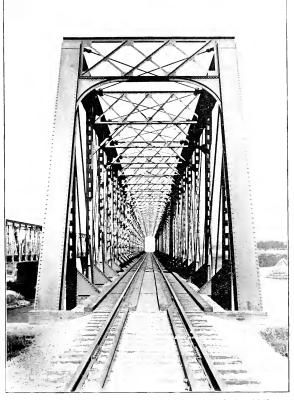
Generally speaking, the station and grounds surrounding them are well maintained and kept in a fairly neat condition. At Kirkland, on the line of the C. & C. B. division in this State, this company has a tract of land on which is located their pens for feeding purposes, etc., where they have a capacity for 45,000 head of sheep and sheds for 30,000. The pens are modern and well adapted for the purpose.

RIGHT OF WAY.

The right of way and ditches are also kept in a neat and clean condition, with the possible exception of the inc betwen Savannah and East Moline, where, owing to the sandy nature of the soil, there is some difficulty in keeping the ditches clean. Their right of way ferne is the standard barb wire fence, with board wing fences at highway crossings, and maintained in good condition.

CONCLUSION.

All the lines of the C., M. & St. P. R'y Co. in this State were inspected, with the exception of the piece from Warren to Mineral Point, 1.1 miles, Galewood to Dunning, 2.98 miles, and Rondout to Libertyville, 3 miles, or a



CHICAGO, MILWAUKEE_& ST. PAUL RAILWAY CO., C. & C. B. DIV.—Single track bridge over Rock river, near Byron, Ill.; end view.



total of 6.99 miles. The line from Galewood to Libertyville is now being extended to Fox Lake, and it is the intention to have it in operation by January 1st, 1800. All overhead bridges and Howe truss bridges are protected on either side with bridge warnings, but they are not always in proper condition, because they are not provided with wire netting as they should be. The road is well provided with highway crossing signs, station signs, whistle posts, etc., necessary for the safe and convenient operation of its trains.

As above noted, all switches where double track is, in use are put in trailing, and it is deserving of special mention, that on all such lines only three facing point switches are in use. On single track line where crossovers are put in, they are also put in trailing where it is possible to do so. Portable wooden skotch blocks are placed near the end of each side track having connection with the main line and operated manually in connection with the switch. In addition to the 44 railroads crossed at grade, above mentioned highway crossings, 1 street railways crossed at grade, and 473 grade highway crossings, 41 street railways crossed at grade, and 473 grade highway crossings, 1 street railways crossed at grade, and 473 grade highway crossings. Eighty-flye-pound steel rail is the standard pattern adopted for main line use, and as further evidence of progressiveness, all joints hereafter will be fastened with the continuous rail joint.

As evidence in showing the amount of permanent work done by this company during the past three years on its entire line, they make the statement that sixty (00) miles of bridging has been filled up, a great many of which were located in this State.

At Savannah the company has a rail saw mill, where all steel taken out of the main track is straightened and the ends sawed off for use in branch lines. All rails less than twenty-six (26) feet in length are used in side tracks. Among the several permanent improvements that day be mentioned is the gravity yard at Galewood, which is being completed and contains thirty (30) miles of track.

A noteworthy device in use on the C. & M. division, near Wadsworth, is an iron water trough in each track 6.18 in.x.1000 ft. long, by means of which passenger trains between Milwaukee and Chicago are enabled to take water without storoning.

During the past two seasons a great deal has been done in the way of track elevation and depression within the city limits of Chicago amounting to a total of 5.81 miles. This is on the basis of allowing full elevation or depression as the case may be, for one-half of each approach, and the work done on each division here follows, viz.:

Dunning line, C. & E. Division. C. & C. B. Division. Milwaukee Division. Total	0.1 1.5 4.5	11 miles	
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For more detailed information relative to the work done in track elevation by this company, it may be gathered from another statement in my annual report.

The equipment of this road is in first-class condition and, on the whole, the inspection of this road revealed the fact that the management is progressive, alive to the necessity of maintaining its property to the highest standard consistent with the requirements of its ws-s, and it may also be classed as one of the best maintained roads in our State.

CHICAGO GREAT WESTERN RY, Co.

This company is the owner of an interstate road extending northwesterly across the State from Forest Home (near Chicago) to Akin, 146.73 miles, where it connects with the Illinois Central Railroad, over which line it has trackage rights to Dubuque, Iowa. In addition to the main line it also owns a branch line, 5.81 miles long between Sycamore and DeKalb. At Forest Home this road has connection with the Chicago Terminal Transfer R. R. Co. and uses their terminal facilities in Chicago.

TRACK.

Main Line.—The main line is a single track road, 43 miles of which is laid with 60-lb steel and the balance with 76 lb. steel, 65 miles of which are 60 foot rails and laid during the season just past. The track is laid with even joints on oak ties where the track is on curves or heavy grades. On tangents the track is usually laid with cedar ties, although they have in use quite a number of oak ties. All cedar ties laid during the past year and those laid in the future will be provided with tie plates. The joints are fastened with angle bars of suitable weight, having holes for four (4) track bolts.

In laying their new 75-lb, steel the track bolts were inserted so that the nuts are inside of the track and at once visible, thus making it very convenient for inspection. All switches are provided with split points, spring rail frogs and semaphore switch stands where the sight of an approaching switch is in any way obscured. Where high semaphore switch stands are not used, the Ramapol stands are standard with this company, although they have in use quite a few old style stands. The track is now well ballasted with gravel, including about fifteen miles of crushed stone, is in first-class line and surface and maintained in excellent condition.

BRIDGES AND CATTLE GUARDS.

There is on the line of this road 13 bridges of steel construction and 148 wooden bridges, the aggregate length of the steel bridges being about one-fifth of the aggregate length of the wooden bridges. Their bridges are all in excellent condition. The company has replaced quite a number of its wooden bridges during the past season with stone arch enlyers. The steel deck trass bridge across Rock river was in course of being strengthened with the addition of another chord placed in the center. The half-tone plate of the results of the progressed. There is also shown a half-tone plate of a newly completed arch culvert and one of their standard rail top farm crossing enlyerts. I may add that it is the policy of this company to renew all its wooden bridges with permanent structures, and a great deal has been done the past season with this end in view. The cattle gards principally in use are the wooden surface gards, with a few iron trough guards, and these in future will be standard with this company.

SIGNALING.

No block signals are in use. Their line crosses five (5) steam railroads at grade, two (2) of which are interlocked. All stations are provided with train order boards, such as are commonly used, but these are being replaced as rapidly as possible with semaphore signals having wooden masts. White lights are used at night to denot "elear" position for all purposes.

STATIONS AND BUILDINGS.

All of the stations on this line are neat in design and, except for the fact that they were in need of a coat of paint, are in good condition. During the past season they have had in progress of construction stone foundations under several of their frame stations, not only with a view to stability and permanency, but economy in fuel for heating purposes. The standard platform surrounding station buildings in use by this company is made of cinders. This company is also well provided in this State in the way of sheep pens for feeding purposes heated at Sycamore and Lindenwood, those at Sycamore having a capacity of 55,000 sheep.

RIGHT OF WAY.

Their right of way was fairly clean of combustibles and is fenced with barb wire fencing, which is also in fairly good condition. The majority of the wing fences at highway crossings are also constructed of barb wire. The



cuts were all tiled but the ditches were not quite as clean as they might be, which no doubt is owing to the scarcity of labor during the past season, and the necessity of using their labor on other and more important work.

CONCLUSION

A great improvement has been made on the roadway of this company since the Commissioners' first inspection trip. Almost the entire length of the line has been reballasted and the work of doing this was still in progress at the time of the inspection in November. It has also built during the past season several additional passing tracks and lengthened out the old ones to 3,500 feet. Important changes were also in progress in the way of cutting domestic and in changing some alignment in the west part of the State. When these improvements are completed the ruling grade for each bound trains will be 31.88 feet per mile, of which there are not many. On the whole there has been wonderful improvement in this property during the past two years. Their track is in excellent line and surface and especially that laid with 52.9 steel is as fast as any in the State. The branch between Sycamore and DeKaib was also inspected and is in good

CHICAGO JUNCTION RAILWAY CO.

The Chicago Junction Ry. Co. is a consolidated company comprising the Chicago, Hammond & Western Ry. Co., and the Chicago & Indiana State Line Ry. Co., which company operates the tracks of the Union Stock Yards & Transit Company under lease. It is a belt road handling only freight traffic, its operation extending from South Chicago, Whiting, East Chicago and Hammond to Franklin Park on the north, and operates a total of 423 miles, of which 34.43 miles are located in Illinois. It owns a total of 26.42 miles, of which 25.67 miles is in Illinois. 13.71 miles being double track.

TRACK.

The track is principally laid with 70 pound steel with even joints, and fastened with angle bars of suitable weight. All ties on the curves are oak and those on tangents were laid with both cedar and oak, a great many of the ties being provided with tie plates. Main track switches are equipped with split points and spring rail frogs, steel switches and stiff frogs being used in all yard tracks. That part of the track which it owns in this State is ballasted with einders and the track is maintained in good line and surface.

BRIDGES AND CATTLE GUARDS.

Altogether there are nine (9) bridges of steel construction, having an aggregate length of 1,082 feet, and eleven (11) wooden bridges, having an aggregate length of 1,095 feet, all of which are maintained in good condition. The cattle guards in use are of various kinds, the majority of them, however, are surface guards.

SIGNALING.

There are no block signals in use on this line. Of the 19 railroads crossed at grade, 9 of them are interlocked, and such interlocking devices as are in charge of this company are well maintained. White lights are in use at night on all main track switches and signals at interlocking to denote a "clear" position.

STATIONS.

Generally speaking, the stations on this line are not of a very pretentious character, but are maintained in fairly good condition. This company handles no passenger traffic, and therefore the stations on this road are not of such a character as they should be, were they doing a passenger business also. The L. S. & M. S. R.y. Co. have trackage rights over that part of the line extending from the junction of their tracks to Lake Michigan, which it uses for sub-urban business.

RIGHT OF WAY.

Generally speaking, the right of way is maintained in a clean condition. The entire length of road is feneed, and with the exception of a few miles of iron fence, is constructed of barb wire and iron posts: the right of way is enclosed with the standard wire fence and averages in fairly good condition. The wing fences along highways are board fences and neatly whitewashed.

CONCLUSION.

The road is well provided with whistle posts, station signs, crossing signs, etc., necessary for the safe and convenient operation of its rains. Quite a number of their crossing signs, however, are lettered with seven inch letters where the law provides that they shall be painted with nine inch letters. Their attention has been called to this, and an effort will be made at once to replace the crossing signs with those having standard letters, nine inches high. In addition to the 19 railroads crossed at grade above mentioned, there are 6 overhead highway crossings and 4 overhead railway crossings on the line of this road. It also crosses at grade, 12 street railways and 82 highways or streets. Considering the amount of traffic handled, the tracks and equipment of this company are maintained in excellent condition.

CHICAGO, PEORIA & ST. LOUIS R. R. CO., OF ILLINOIS. ?

The Chicago, Peoria & St. Louis R. R. Co., of Illinois, was placed in the hands of receivers on July 19, 1898, and is made up of the following lines, viz:—

Peoria to Springfield.	77.76 miles
Litchfield to East St. Louis	47.04 miles
Havanna to Jacksonville.	41.88 miles
Total mileage owned	166.68 miles

In addition to this it owns one-half interest in the terminal property of the P, & P. U. Ry, Co., which has a total of 10 98 miles of main track, by means of which it reaches Peoria. It reaches St. Louis over the St. L., C. & St. P. Ry, of Illinois, over which line it has trackage rights. Both properties are operated by the same set of officers and employees, but each road is independently maintained.

TRACK.

The line between Pekin and Springfield is laid with 60 pound steel, with the exception of seven miles of new S5-pound steel which was was in process of being laid when the inspection was made January 26, 1899. The rail is all aid with even joints on oak ties principally. The cedar ties remaining are few, and are being replaced as rapidly as possible with oak. The 60 pound steel, while somewhat surface bent, is in fairly good condition. The joints are fastened with a patent joint called the Heath joint, but from the experience they have bad with them it is plainly evident that their use is a failure so far as keeping the joints or service and the track in line. Where these joints are used, the track has a tendency to kick out at the joints and the custom of the management has been to reverse them where the alignment of the joints road ha point where it was advisable to do so. When they play out entirely they are replaced with common angle bars. Their new S5-pound steel rail is also laid with even joints fastened with continuous rail joints. The

CHICAGO GREAT WESTERN RAILWAY CO.-Showing work in progress of strengthening Rock River bridge at Byron.



track is ballasted with gravel, einders and sand. The alignment and surface was in fairly good condition. All switches on the main line are equipped with split points and stiff frogs except where the 85 pound steel is laid, spring rail frogs are used.

DDIDGES AND CAPTUR CHAPDS

The bridges on this line are all of wooden character, with the exception of two (2) steel structures. During the season of 1898 quite a few bridges were replaced with iron pipe culverts and filled, and several others were being filled at the time of the inspection. The bridge across the Sangamon river (No. 830) was carefully examined and, while it was not considered mastle, it had reached the stage for renewal. With this renewal of the bridge, the completion of a few bridges in course of construction, and repairs to a few others that were pointed out, will make this line in good condition. The eattle guards in use are both open and surface guards, the surface guards being of various kinds.

SIGNALING.

No block signals are in use, Of the 15 railroad crossings at grade on the entire line, 4 of them are interlocked. At the time of the inspection this company was equipping one of its stations with semaphore train order signals, the masts being made of wood. White lights are used at night for "clear" position.

STATIONS AND BUILDINGS.

The stations on this line are in fairly good condition. Shops of the company suitable to their requirements are located in Springfield.

CONCLUSION

This part of the line was inspected very early in the season, and up to this time opportunity has not presented itself for inspection of the balance of their line. For the fiscal year ending June 30th, 1899, this company reports a total of 44.274 ties relaid and 44 sets of switch ties relaid. The equipment is in good condition, a detailed statement of which will be found in their report or in the statistical tables in another part of this report.

On the entire line there is one (1) overhead railway crossing, one (1) overhead highway crossings, in addition to the 15 grade railroad crossings above mentioned. Generally speaking, the property has been considerably improved since it has been handled by the receivers, and is fairly good and safe condition. The entire mileage of this road lies wholly within this State, and it is now expected that the road will be sold under fore-closure proceedings about the first of the coming year.

CHICAGO, ROCK ISLAND & PACIFIC R'Y CO.

The main line of the Chicago, Rock Island & Pacific R'y Co. extends southwesterly and westerly from Chicago, touching the State on the west at Rock Island. It also owns a branch line running from South Englewood to South Chicago, a distance of 7.49 miles, and another branch, on which it operates suburban trains extending west from S9th street about seven (7) miles, both situated in the city limits of Chicago, It operates also, under a perpetual lease, the Peoria & Bureau Valley R. R. Co., known as the Peoria branch.

TRACK.

Main Line, 182,06 Miles.—The main line is operated with three main tracks between Chicago and Bhe Island, a distance of 9.43 miles, and two (2) tracks for the remainder of the distance to Rock Island. Of the three (3) main tracks two (2) of them are devoted wholly to passenger traffic, Between Chicago and Englewood, however, the two (2) main tracks devoted to passenger traffic are owned jointly with the L. S. & M. S. R'y Co.

LXVVIII

The track is laid with 70-pound steel and 50-pound steel rails (80-pound being their standard weight), with even joints on oak and cedar ties and fastened with angle bars commonly in use and continuous rail joints, the latter fastening now being standard and used on all new rail. Cedar ties are principally used, the percentage of oak ties being small. While tie plates are used on all curves, only a small percentage of the remainder of the track is laid with the plates. All new work in the future, however, will be haid with tie plates where cedar ties are used, including all turnouts. The main track switches are all equipped with split points and spring rail frogs and are maintained in excellent condition. Track is well ballasted with gravel and is in good line and surface.

Peopie Branch, 46,99 Miles.—This track is laid with 60-pound steel rails, with even joints on cedar ties and fastened with angle bars of suitable weight. The switches are equipped with split points and stiff frogs, and the track is ballasted with crayel, sand and eighers and is in fairly coad line and surface.

BRIDGES AND CATTLE GUARDS

Although the aggregate length of the wooden bridges is about twice that of the steel bridges, the number of wooden bridges is only 25 per cent of the total. All are maintained in first-class condition. While various kinds of iron and wooden surface guards are in use, those made of wood with strips of iron fastened on the top are standard and the only ones that will be used in the future.

STOWAT INC.

Hall automatic block signals are in use from 22d street, Chicago, to Englewood, Chicago, a distance of 5 miles. Contract has been let for the extension of this system 3.1 miles to Englewood, Chicago. In addition to this, trains on their main track are protected with a block signal here and there, where necessity demands it. Of the 25 railroads crossed at grade 13 of them are interlocked. On the main line all stations are provided with semaphore train order signals, standing normally at "clear." Of the Feoria branch about the business of this branch being of such a character as not to require any train order signals at the other stations. White lights are used at night on all block signals, signals at interlocking systems, train order signals and main track switches.

STATIONS AND BUILDINGS.

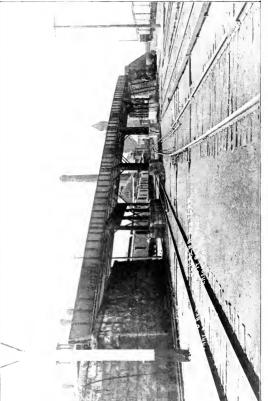
Generally speaking, the stations on this line are commodious and maintained in good coudition, a few stations recently erected being of permanent character and quite handsome in design. Quite a number of their stations are provided with brick paved platforms, which are standard with this company. Sheep pens, with the necessary appointments for feeding purposes, are located on the line of this road near Morris, Illinois. Shops suitable for their requirements are located in Chicago, where some seven hundred men are employed.

RIGHT OF WAY.

Their right of way is maintained in a fairly clean condition and fenced with standard barb wire fence, with board wing fences at highway crossings, which are neatly whitewashed on the main line.

CONCLUSION.

The main line is well provided with whistle posts, crossing signs and such other signs necessary for convenience and safety in operation. On the Peoria branch quite a number of highway crossings were noticed without crossing signs, and of such as were in a large number of them needed renewal.



TRACK ELEXATION OF ST. CHARLES AIR LINE. - Bridge over tracks of Illinois Central R. R. Co.; view looking north,

The switches on the main line where double track is in use are both trailing and facing, but most of the crossovers, however, are put in trailing. Where necessity demands it semaphore signals are placed in advance of switches that are one-rated in connection with them for protection to trains.

While their main track is in good line and surface, it was noticed that this track did not ride as smooth as it night, when we take into consideration that the track is laid with heavy steel, but it is owing, no doubt, to the great amount of heavy traffic passing over a track laid with cedar ties without tie plates, expect a small be recentage.

Before closing attention must be called to the important work done by this company in the way of track clevation in the city of Chicago during the past five years, amounting to 9.41 miles of roadway. This clevation not only included the (3) main tracks, but included all industrial and yard tracks and a partial clevation of their slope tracks. A more detailed statement in convection with this work can be obtained in another part of the report.

CHICAGO TERMINAL TRANSPER R R CO.

This is a terminal company whose station is situated in Chicago and it provides facilities for the B. & O. R. R. Co., the Chicago Great Western R'y Co. and the Wisconsin Central R'y Co. Its main line extends from Chicago (5th avenue and Harrison street) to Altenheim (West Madison street), and from 12th street and Ogden avenue (Chicago) south to Harrey. It also operates a belt line from South Chicago, Whiting and Clark Junction to Franklin Park over the same tracks over which the Chicago Junction R'y Co. operates, partly owned by it and partly by the Chicago Junction R'y Co. It owns a total of Si.42 miles of line, of which 72.65 miles are located in this State, and operates a total of 79.33 miles, of which 65.56 miles are located in this State.

TRACK.

Main Line, Chicago to Altenheim.—This is a double track line, laid with 75-pound and 80 pound steel laid with even joints on oak ties. The joints are fastened partly with continuous rail joint and partly with angle bars commonly in use, and provided with holes for four (4) track bolts. This line is well ballastied with crushed stone and is maintained in excellent condition. All main track switches are equipped with split points and stiff frogs and also well maintained.

Chicago Central Dirision, 13th Street to Harvey.—This is also a double track line as far as 95th street (Chicago) and single track from there to Harvey. The track is laid with 75-pound steel, with even joints on principally oak ties, very few soft ties being in use. The joints are fastened with continuous rail joints and common angle bars, all with four (4) holes for track bolts. This track is also well ballasted with sand and gravel and maintained in good condition.

BRIDGES AND CATTLE GUARDS.

There are a total of five (5) steel bridges and 16 wooden bridges, all of which are in good condition. Surface cattle guards are used universally on this road and all appear to be in first-class condition.

SIGNALING.

The main line between Chicago and Altenheim is equipped with Westinghouse pneumatic automatic block signals between Chicago river and 12th street junction, a distance of about 3½ miles. Of the 51 grade railroad crosings, 17 of them are interlocked and such of the interlocking systems as are in charge of this company are well cared for. White lights are used at night on all block signals, semaphores at interlocking systems, and on all main track switches.

STATIONS AND PUBLISHED

There was originally built by the Chicago & Northern Pacific R. R. Co., which company constructed a considerable part of the road now owned by the Chicago Terminal Transfer Company, a great number of suburban stations, many of which were neatly designed and of permanent character, but a great many of them, for want of use, are becoming out of repair. Such stations as are used on the Chicago Central division are apparently well maintained but are sadly in need of paint. This company, however, is the owner of one of the finest terminal stations in the city of Chicago and provides terminal facilities to the three trunk lines above mentioned.

RIGHT-OF-WAY

Their right-of-way is maintained in fairly clean condition and so much of it as is fenced is also in fairly good shape.

CONCLUSION.

While all of the lines of this company were not formally inspected, I have no hesitancy in saying that the remainder of it will compare favorably with that reported on being determined from an informal trip over the road

Suburban trains are operated by this company between Chicago and Blue Island. During the past year this company has also had in course of construction 5.40 miles of road between Franklin Park and Mayfair and 9.57 miles of track between Harvey and Chicago Heights. It has also under construction the elevation of its line in the city of Chicago, between Rebecca street and 44th avenue. The property of this terminal company may well be considered one of the best in our State.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RY, CO.

This company operates quite an extensive system, amounting in all to a total of 1.807.34 miles, 478.39 miles of which are owned and operated within this State. This however does not include the Kankakee & Seneca Ry., amounting to 42.8 miles, and the Peeria & Eastern Ry., amounting to 122.84 miles, both of which it also operates.

TRACK.

Main Line, Chicago Dirision, 34.27 miles,—The main line of this division is the line running between Chicago and Indianapolis; is a single track road and is laid with 80-lb, steel, with broken joints on oak ties, and fastened with angle bars 30 inches long with belts strilled for six (6) track bolts. They also have on this line a few evedar ties in use but not very many. The main line switches are equipped with both spirt and Cleveland litting switches, the Cleveland lifting switch being similar to the Wharton switch, and spring rail frogs. High semaphore stands are used at all main track switch se equipped with Cleveland lifting switches. The track is well ballasted with gravel and some einders and is well maintained and in excellent line and surface.

Main Line, 8t. Louis Dicision, 181,6 mites.—This division is the main line between Indianapolis and 8t. Louis, and is a singletrack road laid with 65-bb and 80-lb, steel, with broken joints on oak ties, and fastened with angle bars of suitable weight. The 65 lb, steel has been in service from 14 to 15 years, and while it is pretty well worn, it is still in fairly good shape. However, it is the intention of the management to relay this soon with new steel. Robinson-Wharton switches are standard on this division and all are equipped with spring rail frogs and high senaphore stands. With the exception of a few miles of rock ballast the track is principally ballasted with gravel and is maintained in good line and surface.



Cairo Dixision, 257.63 miles—This is a single track road extending from Cairo to Tilton, 21 miles of it being laid with 67-lb. steel, laid about four (4) years aco, and the balance is laid with 60-lb steel, with the exception of a few miles of light rail which the management expect to relay with second hand steel of heavier weight. The track is laid with even joints on oak and cedar ties and fastened with angle bars of suitable weight. The main line switches are equipped with split points and stiff frogs, with now and then a spring rail frog in use. This line is ballasted with gratches of rock, cinders and gravel, amounting to about 30 miles, the balance ladly are many renew? The track. As the control of the control

Peoria & Eustern Division, 122,84 Miles.—This is also a single track line and is laid with 60 pound steel that is from ten to fifteen years old, and a few miles of which is about five years old. It is laid with both even and broken points on oak and soft ties, and fastened with angle bars of suitable weight. They have in use, however, about one mile of track fastened with Webber joints and about four (4) miles fastened with continuous rail joints. It was the intention of the management to lay about five miles of 50-pound steel rail during the past season on this division. The track is well ballasted hit gravel and is in good line and is in fairly good surface considering the age of the steel in use.

Kankaker & Sasca Dinsion, 42,8 Miles.—This line is owned jointly with the C. R. I. & P. Ry. Co. but is operated by the C. C. C. & St. L. Ry. Co. It is a single track road laid with second hand 36-pound steel, and is laid with even joints on oak and cedar ties, about one-third of the ties being cedar. This track has been in use several years, but it is still in very fair condition. There are about eight miles of gravel and cinder ballast, the balance of the track is ballasted with earth, the character of the soil being such that the earth can be treated almost the same as ballast, thus making it much easier to maintain than if it was surfaced in mud track fashion. This track, however, does not receive very hard usage as only 45-ton engines pulling twelve loads to a train are used on this division. The switches in use on the main line are equipped with split points and spring rail frogs with the exception of a few switches which have stiff frogs. Blind switches are inserted in sidings where they are necessary. Very few of the switches and guard rails, however, are provided with blocking.

BRIDGES AND CATTLE GUARDS.

Not including the Peoria & Eastern and Kankakee & Seneca, about thirty per cent of the bridges on this road are of masoury and steel construction. This company has done a great deal in the last few years in the way of rebuilding many of its wooden bridges with permanent structures or concrete arches. Guard rails are in use on all bridges on the Chicago division over twenty feet long, on many bridges on the St. Louis division and on all high bridges of the Cairo division. Sixteen bridges on the Cairo division were rebuilt and extensive repairs made to many others during the past season.

On the Peoria & Eastern division about 20 per cent of the bridges are of permanent character, and on the Kankakee & Seneca about 10 per cent are of permanent character. On all the lines operated in this State by this road surface guards of fron and wooden character are in use, the wooden guards, however, being standard by this company. Quite a number of the cattle guards on the Kankakee & Seneca were originally pit guards, but these are being replaced as occasion requires with the standard wooden guard.

SIGNALING.

No block signals are in use on this road. Of the fifty-two railroads crossed at grade, fifteen of them are interlocked. All stations are equipped with

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semaphore train order signals. White lights are used at night on all signals at interlocking systems, train order signals and main track switches to indicate "clear" position.

STATIONS

Except on the Kankakee & Seneca branch the stations on the line of this railroad are commodious and well suited to their requirements, a great many of them being of recent construction and very neat in design. Generally speaking those on the Kankakee & Seneca are quite old and not maintained in as good condition as the stations on the balance of the road. The Peoria & Eastern Ry. Co. recently completed for use on that division at Urbana, new fire proof round house and shops at a cost of \$300,000.00 that are deserving of special mention. The shops are equipped with the latest devices and appurtenances suitable for the requirements of the road.

DICTIF OF TEAT

The right of way, generally speaking, is maintained in a very clean condition and is fenced with standard barb wire fence. Considerable fence recently built on all divisions, however, is constructed with iron posts which has been adouted as the standard fence.

CONCLUSION

All the divisions are well provided with whistle posts, station signs, crossing signs, etc., necessary for convenience and safety in operation, excepting that there are no highway crossing signs on the P. & E division and on the K. & S. division. It is the understanding, however, that crossing signs on these divisions of the road will be put in at once. The crossing signs on on the Chicago division do not comply with the law in regard to size of letters. Their attention has been called to this defect and an effort has been made to provide all signs with nine inch letters as required by law. The embankments on the St. Louis division and Peoria & Eastern division are deserving of special mention in that they are sufficiently wide, the edge of which is neatly sodded. Aside from the Cairo division which requires considerable work to place it in first class condition, the road is excellently maintained.

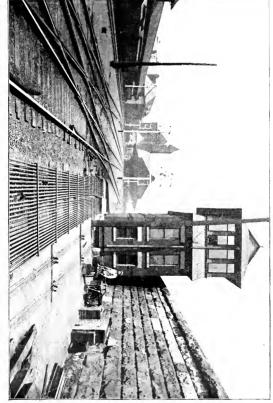
Elgin, Joliet & Eastern Ry, Co.

This a belt road for the purpose of transferring through freight and makes connection with all trunk lines centering in Chicago, extending from Waukegan on the north to Gardner on the south and Porter, Indiana, on the east. It does also a passenger business between the stations on its road and owns and operates a total of 19.43 miles, of which 161.57 are located in Illinois.

TRACK.

Main Line.—With the exception of 35 miles of 60-lb, steel that is about ten years old and hittle 67-lb, steel the balance of the main line is laid with 75-lb, and 80-lb, steel rail. It is laid with even joints on oak ties and fastened with angle bars of suitable weight. They are beginning to use, however, quite a number of continuous rail joints and these in future will be the joint fastenings used by this company. The track is well ballasted with cinders and gravel and is in excellent line and surface. All switches are equipped with split points. Ajax stands and stiff frogs, with some few spring rail frogs, are in use, which are standard hereafter for main line putposes.

Anora Branch.—Track is laid with 60 lb, steel, with even joints on oak ties and fastened with angle bars of suitable weight. All switches are equipped with split points and stiff trogs. Track is ballasted with cinders, and aside from a few rough spots, it is in fairly good condition.





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Coal City Branch.—This track is also laid with 60-lb, steel, with even joints on oak and cedar ties and fastened with angle bars of suitable weight. It is ballasted with gravel and einders and is maintained in good condition.

DRIDGER AND CAPTUR CHARDS

About 30 per cent of the bridges are of steel construction, which represent a little over 25 per cent of the total lineal feet of bridges. During the past season the company has filled up about 22,000 lineal feet of bridges and is still at work in filling in about 5,000 feet more. Generally speaking, their bridges are maintained in excellent condition. Iron and wooden surface guards are in use, but the wooden guard is standard with this company.

STENATING

No block signals are in use on this road. All stations are equipped with semaphore train order signals. Of the 14 railroads crossed at grade, 12 of them are interlocked, which is a very high per centage. White lights are used at night to show "clear" position on all signals at interlocking systems, train order signals and main track signals.

STATIONS

The stations on the line of this road are suitable for the requirements and maintained in fairly good condition.

RIGHT OF WAY.

The right of way and ditches are maintained in a clean condition and the fence on the main line, which is standard barb wire fence, is also well maintained. On the Coal City branch the fence is in fairly good shape, but on the Aurora branch it is very much in need of repairs.

CONCLUSION

Quite a number of the road crossing signs in use by this company are not provided with nine-inch letters as required by law, but the management has in hand the renewal of these signs. This company about a year ago made some extensive improvements at Wankegan, on the shore of Lake Michigan, in the way of constructing a slip and a new yard adjacent thereto for the purpose of handling coal directly from vessels. With the exception of some one per cent grade, the most of their grade runs about 35 feet per mile. Generally speaking this road is maintained in good condition.

ILLINOIS CENTRAL R. R. CO.

The Illinois Central R. R. Co., an important road in many features, operates a total of 1,615.38 miles in this State, of which 705.5 miles was built under their charter and the balance of the line operated consisting of proprietary and leased line.

TRACK.

Main Line, Chicago to Cairo, 364.7 miles.—In addition to 14.95 miles of third main track, 14.95 miles of fourth main track and 27.38 miles of additional main, which is located in the terminal district of Chicago, this line ins 131.35 miles of double track between Chicago and Gilman and Carbondale and Bridge Junction. The track is laid with 75-lb, steel, with even joints on oak ties, and fastened with angle bars of suitable weight, having four (4) bloes for track bolts. All switches are equipped with split points and spring rail frogs. Between Chicago and Kensington the track is ballasted with gravel and between Kensington and Cairo it is ballasted with crushed stone. The track is in first-class line and surface and maintained in first-class condition.

St. Louis & Cairo Line, Carbondale to E. St. Louis, 21.5 miles.—Track is laid with 70-lb. and 75-lb. steel on oak ties and fastened with angle bars of suitable weight, All switches are equipped with split points and spring rail frego and well maintained. Track is bullisted with crushed stone, red gravel, that s and some cinders: is in excellent line and service and in first-class condition.

St. Louis & Padweah Line, Brooklyn to Carbondale, 73.9 miles,—This track is laid with 60-lb, steel on oak ties that is in fairly good condition and fastened with angle bars of suitable weight. The line for a part of the distance runs through the ozark mountains and in this territory; there were quite a number of ditches in rock cuts that needed considerable work in the way of cleaning and draining. Here and there are patches of crushed rock and screenings ballast, but the major part of the line is "mund track" on clay soil, and is maintained in good condition. All main track switches are equipped with solit noins and stiff frozs.

Cape Girardean Line, Texas Junction to Gale, 45 miles. This is a part of the old Chicago & Texas line extending from Johnson City to East Cape Girardean. The branch extending from McCure to Gale, five miles in length, was recently built by the L. C. R. R. Co., for the purpose of making councer to the Cotton Belt Line at Gale, where considerable transfer business from the Cotton Belt Line at Gale, where considerable transfer business

The line is laid with 60 pound steel that is in fairly good condition and fastened with angle burs of suitable weight. The track is laid with even and broken joints on oak ties which are in good condition. Previous to the time the I. C. R. R. Co. acquired this property under lease, the ties were in bad condition, but during the short time they have had control of it, a great amount of work has been done in the way of replacing the poor ties. All switches are equipped with split points and stiff frogs. The track is being ballasted with crushed stone as rapidly as circumstances will warrant, and it will not be long hefore this line will be in first-class condition.

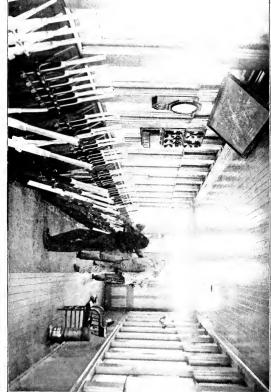
Gilman to Springfield, 112.1 wiles.—Between Gilman and Clinton, 67.4 miles, the track is laid with 75 pound steel, and is in first class condition. Between Clinton and Springfield he track is laid with 69-pound steel which is also in good condition. The track is laid with even joints on oak ties and fastened with angle bars of suitable weight. Main track switches are equipped with both stiff and spring rail frogs and well maintained. The line is well balsted with gravel including a few miles of cinder ballast and is maintained in first class condition, especially that part of the line between Gilman and Clinton which is traversed by their St. Louis trains.

Harana Bronch, Harona to Champaign, 100.8 miles.—This line is laid with 600-pound steel with even joints on oak ties and fastened with angle bars of suitable weight. All switches are equipped with stiff or spring rail frogs and maintained in good condition. The track is not ballasted, but is in good line and surface.

Bloomington Branch, Otto to Bloomington, 80.9 miles,—Track is laid with 60pound steel which is in good condition. It is laid with even joints on oak ties and fastened with angle bars of suitable weight. Considerable of this line is ballasted with crushed stone, gravel and cinders and is in good condition. Switches on the main line are equipped with split points and stiff or spring rail frogs. Considerable work has been done on this branch in the way of widening out banks and cuts.

Pontiac Branch, Saxony to Minonk Junction, 41.8 miles.—This line is very much similar to the Bloomington Branch and is also in good condition.

Effinghom & Switz City Line, Effinghom to Wabash River, 56 miles—This is the old Indiana & Illinois Southern R. R., recently acquired by the Illinois Central Railroad Co., and taking everything into consideration, I feel confident in saying there is not another road in the State that needed an overhauling worse than this one did. The track was laid with 60-pound steel which is the only part about the road that is in fairly good condition. A great many of the ties were all narrow guage ties that had been in use before the road was changed from narrow to standard guage. In all, about 75 per cent of the



ILLINOIS CENTRAL, R. R. CO.-View of Inside of Tower of Interlocking System Near 14th Street, Chicago.



ties will have to be renewed. With the exception of about seven miles of gravel and cinder ballast, the track may truly be called a "inud track." The banks and ents are marrow, and when the roadway was originally built very little grading was done, in consequence of which there are any number of short, steep grades. The right of way was also in a very nuclean state and that part of it which was fenced was in bad condition. Not a sign of any kind was in existence. With the exception of one depot, which is in fairly good shape, there was not one that could even be patched.

During the short time the Illinois Central Railroad Co., has had control of it, nearly svery bridge has been rebuilt, and a great many new ties have been inserted. They also had a large force of men and teams at work widening out the embankments cutting down grades, etc., and others rebuilding fences and setting signs. The next inspection no doubt will show that the line has been placed in first class condition.

Freeport & Centralia Line, 275.5 miles.—This is a part of the old main line originally built and extending from Cauro to Dubuque. It is a single track road laid with 60-pound steel and some 75 pound steel with even joints on oak ties. All switches are equipped with split points and stiff or spring rail frogs. With the exception of 30 miles between Centralia and Vandalia, the track is well ballasted with gravel and maintained in very good surface, although the 60 pound rail is considerably surface bent. It is the intention of the management however, to replace this 60-pound rail this comine season.

Chicago d' East Induque. 182 miles.—This is a single track line excepting a distance of 14 miles between Portage curve and East Dubuque, where double track is in use. About one-half of this line is laid with 67 pound rail that is in fair condition, and the balance is laid with 85-pound steel that is first class condition. Oak ties are used throughout and the joints are fastened with angle bars of snitzable weight, All switches are equipped with split points and spring rail frogs and maintained in excellent condition. The track is well hallsated and is maintained in first class condition.

BRIDGES AND CATTLE GUARDS.

While there are a few pit guards here and there in use on some of the branch lines, the surface cattle guards of wooden character are used principally, although a few of iron construction are in use. While the number of wooden bridges on the 705.5 miles of read of the Illinois Central proper exceeds the number of permanent structures, the aggregate length of each kind is about equal. All wooden bridges on their main lines are replaced with structures of permanent character whenever the necessity for renewal is at hand. During the season just passed a number of wooden bridges on the Chicago division have been rered on the whest exceeding the structures have been rested on the works and a number of wooden bridges on the Chicago division have been rested on the west end of their Dubque line.

The branch lines are provided with quite a number of bridges and culverts of permanent character but the majority of them are of wooden design and all of them are in first class and safe condition. As a rule, all bridges of wooden character are provided with water barrels and several of them are provided with iron guard rails.

SIGNALING.

Hall automatic disc block signals are in use between Chicago and Kensington, a distance of 14.35 miles, and contracts are let for continuation of the system to Gilman, 66.56 miles. Through the foot hills of the Ozark range of mountains and commencing at a point three (3) miles south of Carbondale, the Hall automatic semaphore signals are in use for thirty miles south, making a total of 110.91 miles of line that will be equipped with block signals when contract for equipping line between Kensington and Gilman is completed.

In the northern part of the State on the main line of their Chicago division, quite a number of highway crossings in small towns and villages are equipped with automatic electric goings that appear to give good satisfaction and is often the means of avoiding crossing accidents.

Semaphore train order signals are in use at all stations on the main line, Chieago to Cairo, Carbondale to East St. Louis, Gilman to Cinton, Centralia to Freeport, and on the Chieago and Sioux City line between Chicago and East Jubuque. The normal position of these signals are anticament "danger." On all of the other lines in this State common train anticament are in use at stations excepting on the lines between Carbondale and Brooklyn, between Texas Junction and East Cape Girardeau and Gale and line between Effingham and Wabash river. The normal position of these train order signals is "clear" except for ten minutes after a train has passed a station.

There are on all lines operated by the Illinois Central Railroad Company in this State, 184 grade railroad crossings with 37 interlocking devices that are maintained in the bighest standard where they have charge of the operation. White lights are used at night to show "clear" position on all block signals, jurerlocking signals, station train order signals and main line switches.

STATIONS AND BUILDINGS.

The station buildings on all lines excepting on the line from Carbondale to Brooklyn. Texas Junction to Gale and East Cape Girardean and from Effingham to the Wabash river, are in good condition, a great many of them are structures of permanent character, commodious, neat in design and maintained in first class condition. Those on the line extending from Carbondale to Brooklyn are old depots of various shapes and sizes and are in fairly good condition. Those on the Chicago & Texas line and on the Indiana & Ilhuois Southern Railroad, both of which properties have not been long in the control of the Illinois Central Railroad Company, are in very poor condition. Their terminal station in Chicago erected 1882-83 may be considered one of the finest terminal stations in Chicago, and in addition to providing depot facilities for their own lines, accommodations are provided for the Michigan Central Railroad Company and the C. C. C. & St. L. Ry. Co. Extensive and complete shops where about 2,000 men are employed are located at Burnside, within the city limits of Chicago.

RIGHT OF WAY.

The right of way, generally speaking, is maintained in a clean condition excepting the right of way on the line between Carbondale and Brooklyn, Texas Junction to Gale and East Cape Girardean and Effingham to the Wabash river where the weeds had not been cut. The matter of maintaining their right of way in a clean state is a subject of great expense to this corporation as considerable of their right of way is 200 feet wide. The most of their lines are fenced with the standard barb wire fence which is generally maintained in good condition. There is, however, considerable fence on the branch lines that is in need of repairs and renewals.

CONCLUSION.

All cross-overs on double track system are put in trailing. All commercial tracks where switches enter main tracks are provided with blind switches. All frogs and guard rails in switches are provided with blocking. All switches at junction points are equipped with semaphore stands. Only oak ties are used, and all main track on 2½ degree curves or sharper, is braced with brace blocks on inside and ontside rail.

With the exception of one or two branch lines in the southern part of the State, the road is well provided with the necessary whistle posts, crossing signs and other signs of varions kinds used for convenience and safety in operation. In addition to the 184 grade railroad crossings, there are on the lines of the Illinois Central Railroad Company, 45 overhead highway crossings, eight overhead railroad crossings, 26 street railways crossed at grade and 2.025 grade highway crossings.



TVVVVII

In addition to the 2.5 miles of roadway elevated in 1892 1893 consisting of eight to ten main tracks, this company also elevated a short section of the C. M. & N. line and the St. Charles Air Line in which it has an undivided one-fourth interest all located within the city limits of Chicacon.

The property of this company including its equipment with other appurteuances is, generally speaking, maintained in first class condition, and it may
be truly said that this property ranks with the best in this State. As indicating the character of permanent structures on this system, there is shown in
connection with this report, two half-tone plates of steel bridges, two views
of the interlocking device at 14th street, Chicago, recently rebuilt, and one
plate showing the combined passenger station and division office building at
Clinton, Illinois, also four half-tone plates showing some work of permanent
character of the St. Charles Air Line.

All of the lines of the Illinois Central Railroad Company were inspected, save some short brauch lines or parts of branches, amounting in all to 201.3 miles

LAKE STREET ELEVATED RAILROAD COMPANY

The Lake Street Elevated Railroad Company has an ownership of 6.52 miles of road located on an elevated structure, being one of the first elevated roads built in the city of Chicago. It also has an ownership of 1.48 miles of third main track and 1.54 miles of vard track. Its line extends westward from 5th avenue and Lake street. Chicago, to the city limits on the west at 52d street. At that point it descends on an incline to the street grade where it connects with the Chicago & Harlem Railway, over which track it operates its trains under trackage rights for a distance of 1.47 miles, and from there on over the tracks of the Suburban Railroad Company, a distance of 1.30 miles through the villages of Austin, Ridgeland and Oak Park and terminatesat Har-lem avenue. This company only does a passenger and internrban business, and lands its passengers in the city of Chicago on the loop of the Union Elevated Railroad Company, which is operated jointly with the West Side Elevated Railway Company and the South Side Elevated Railroad Company. Steam was the motive power originally in use on this road, but a few years back it was substituted with electricity which is generated in their power house situated in the west part of the city. The current is taken from a third rail and transmitted to motor cars especially built for that purpose.

TRACK.

Their track is laid with steel weighting 70, 71 and 80 pounds to the lineal yard, with even joints on soft ties 83 inches, spaced 18 inches from center to center, and fastened with angle bars of suitable weight. Split points with spring rail frogs are in use in all switches and are well maintained. While the surface of this track was somewhat rough in places, it is, generally speaking, in good condition.

SIGNALING.

At the time of the inspection of this company, it had no block signals in use.

STATIONS.

All of the stations on the line of this road are of neat design and well adapted for the business of the company, and provided with commodious platforms.

CONCLUSION.

During the early history of this road it had considerable difficulty in paying fixed charges and for a time was operated by a receiver. Since then, the road has been placed on a sound financial basis, and with the gradual increase in traffic that has come to it, it was able to show a surplus from operations for the fiscal year ending June 30, 1899.

1 2 2 2 2 2 1 1 1

LOUISVILLE FUNSVILLE & ST. LOUIS CONSOLIDATED R. R. Co.

The L., E. & St. L. C. R. R. Co, is a single track road and extends easterly across the State from East St. Louis to Mr. Carmel, a distance of 148.11 miles. It is also the owner of a Belt line extending from East St. Louis to Venice, 6.89 miles, making a total of 154.97 miles of road owned in this State. The road has been in the hands of a receiver since January 4, 1894.

TRACK.

The track of the main line is laid with 56-pound steel rail between Wabash river and Mt. Vernon, 93-56 miles, 69-pound steel rail between Mt. Vernon and Belleville, 70-73 miles, and 70-pound rail between Belleville and East St. Louis, 13-82 miles. It is laid on oak they with even and broken joints and fastened with angle bars of suitable weight. Most of the switches in nea are stub switches and stiff frogs but are being replaced gradually with split switches and spring rail frogs which are now standard. The line is ballasted with chats between East St. Louis and Mt. Vernon, a great deal of which was done during the past season. Between East St. Louis and Belleville the track is in good condition and excellent surface. Between Belleville and Mt. Vernon, while the track is well ballasted, the rail is considerably and for some of Mt. Carmod which is dort track, the rail is also considerably surface beaut and the track is somewhat rough in spots. I understand that considerably of the 56 pound rail will be replaced this coming year with 70-pound steel rail.

BRIDGES AND CATTLE GUARDS.

Open and surface cattle guards of various kinds are in use, but the wooden surface guard is standard for all renewals. There are on the line of this road six bridges of steel construction aggregating 1,049 lineal feet, the balance being bridges of wooden character, a great many of which need renewal or extensive repairs. During the time of the inspection in October, a great many bridges were being renewed and repaired and others filled up. Something like 10,040 lineal test of wooden bridges have been renewed with culverts of nermanent character or filled up instead.

SHANALING.

No block signals are in use. One interlocking system is in use at Mt. Vernon where this road crosses the C. & E. L. R. R. White lights are used at night to indicate "clear" position of all signals and switches.

STATIONS AND BUILDINGS.

The stations on the line of this road are in a fair condition. At East St. Louis the company creeted in 1894, a substantial and commodious treight house.

RIGHT OF WAY.

The right of way was found in an unclean state so far as weeds were concerned. None of the line is fenced

CONCLUSION.

On the line of this road there are 5 overhead highway crossings, 2 overhead rossings, 4 street railways crossed at grade, 22 steam railroads crossed at grade and 300 highways crossed at grade.

The equipment is in fair condition. During the time this property has been in the hands of a receiver, it has been much improved, and the management is making every effort to place it in first class condition.



ILLINOIS CENTRAL R. R. CO.-Double track bridge south of Chebanse, Illinois.

LXXXIX

LOUISVILLE & NACHVILLE P. P. Co.

The main line of this road extends southeast across the State from East St. Louis to Mannee, on the Wabash river, a distance of 133.67 miles, with a branch from McLeansboro to Shawneedrown on the Wabash river, amounting to 40.7 miles, and the O'Fallon branch amounting to 6.04 miles, or a total of 180.41 miles of line owned and operated in this State. 5.31 miles, however, of the track leading out of Shawneetown is owned jointly with the B. & O. S.-W. Ry. Co.

TRACK.

This is a single track road, and with the exception of 20 miles of 70 pound steel, the track is laid with light steel weighing 52 pounds, 56 pounds and 60 pounds per yard, and is laid on oak ties and fastened with angle bars of suitable weight. The main line is well ballasted with gravel and a few miles of crushed stone and cinders. The light steel is considerably surface bent, otherwise, it is in good line, in fairly good surface and the roadbed is maintained in a neat and clean condition. All main line switches are equipped with split points and spring rail frogs and all guard rails in switches are fastened to the stock rail with four (4) boils and cast iron semaphores.

BRIDGES AND CATTLE GUARDS.

Both main line and branches have open and surface cattle guards in track. Aside from three bridges of steel construction, the bridges are all of wooden design and maintained in first class condition. Quite a number of wooden bridges have recently been renewed with surface flooring where the track lies on six inches of gravel ballast. These bridges are built of eadar piles, four to each bent, with thirteen foot centers, and the balance of the material in the bridge is of creosoted hard pine: six stringers, each composed of two pieces of 4x16 are used to each span. It is then floored tight with three-inch stuff and fastened with six inch guard rails outside. All of the timber is framed before it is creosoted at their works in Mississippi. They have about twenty-five such bridges in this State which appear to give entire satisfaction. No bridge is constructed in this manner where the track is on a curve or where the bridge is longer than two hundred feet.

SIGNALING.

No block signals are in use. Four railroads crossed at grade are provided with interlocking devices. With the exception of a few stations, all are equipped with semaphore train order signals which stand normally at "danger." White lights are used at night to denote "clear" position of all signals at all minterlocking devices, train order signals and main track switches.

STATIONS AND BUILDINGS.

Generally speaking, the passenger stations and buildings are maintained in fair condition. There are, however, quite a few that are in need of some repairs.

RIGHT OF WAY.

The right of way is maintained in a neat and clean condition, and while the road is not all fenced, such of it as is fenced is in first class shape and maintained the best of any fence inspected this season. They have in use considerable barb wire fence, but are erecting now considerable woven wire fence which is standard with this company.

CONCLUSION.

Highway crossing signs, whistle posts and other necessary signals are in use for the convenience and safe operation of the road. This road crosses four (4) street railways at grade, thirteen (13) steam railroads at grade and 208 highways at grade. The equipment of this road is in first class condition and well maintained. Generally speaking, this road is in first class condition and maintained to a degree suitable for the requirements of its business.

METROPOLITAN WEST SIDE ELEVATED Ry. Co.

The Metropolitan West Side Elevated Ry. Co., which is the successor to the Metropolitan West Side Elevated Railroad Company, owns and operates in all a total of 14.76 miles of road built on an elevated structure, and located within the limits of the City of Chicago. From Van Buren street to Marshfeld avenue, a distance of two (2) miles it operates four (4) tracks. Marshfield avenue is the junction point for the four (4) branches running south, west, north and northwest. This road is one of the latest built roads now in operation and is considered one of the best constructed elevated roads in the City of Chicago.

The motive power in use by this company is electricity, which is generated at their power house on Loomis street near Vau Buren street in the west part of the city. By the system in use by this company the current is taken from a third rail and transmitted to motor cars especially built for that purpose.

It also operates under lease 0.19 miles of double track road owned by the Union Consolidated Elevated Railroad Co., whereby it connects with a loop of the Union Elevated R. R. Co. As in the case of the Lake Street Elevated R. R. Co., the passengers of this company are also landed on the loop of the Union Elevated R. R. Co., which is operated jointly.

TRACK.

Their track is laid with 80-pound steel rail with even joints on soft ties six inches by six inches in size, spaced 20 inches from center to center, and fastened with angle bars of suitable weight. All switches are provided with split points and spring rail frogs, and including the track are maintained in excellent surface and first class condition.

SIGNALING.

The four track system including the curves on their northwest line from Ogden avenue and just north of Division street is provided with automatic block signals in conjunction with automatic stops and having in all a total of 6 signals. All their motor cars, of course are equipped for applying the brakes should a train run against a signal at "danger," and in order to make a confirmatory test of this device, a motor car was provided for the use of the Commission during the inspection of this property and in no event was it possible for a train to run by the signal without being automatically stopped.

This company also has the junction at Market street, its drawbridge over the Chicago river, its tracks at canal street, the junction at Marshfield avenue and the junction at Robey street protected with mechanical interlocking systems, all of which are maintained in excellent condition.

STATIONS.

The stations on this road are all of neat design, commodious and always manutained in a clean and excellent condition, and are provided with covered platforms of ample capacity.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.—Tower at Pacific Junction interlocking at crossing of C. & C. B. Div. and C. & M. Div. Size 18 ft. by 56 ft. and contains mechanical machine with a capacity of 108 levers installed by Union Switch and Signal Co.



CONCLUSION.

On January 20, 1897, this property was placed in the hands of a receiver; since that time it has been placed on a firm basis financially, and on February 2 1899 it passed into the hands of the present company.

Doring the fiscal year ending June 30, 1899, there were a total of 25,841,905 passengers handled on this road, during which time one employe was killed, one passenger committed suicide and another one was killed through negligence of his own in attempting to board a moving train. The tew easualities as compared with the number of people handled speaks well for the manage-

MORILE & OHIO R. R. CO.

September 1

The Mobile & Ohio R. R. extends southeasterly and south from East St. Louis to Cairo, Illinois, a distance of 151.6 miles, with branch extending from Milstadi to High Prairie, a distance of 9 miles, making a total of 160.6 miles owned and operated by this company. But the company of the control of 160.6 miles of 160.6 m

BRIDGES AND CATTLE GUARDS.

Both pit and surface guards are in use on this road. The wooden bridge at Fish Lake was badly in need of renewal and it was the understanding that this bridge would be rebuilt at once. This company also had on the list for renewal and extensive repair several other wooden bridges. All bridges are provided with water barrels, but no bridge on this line is equipped with iron guard rails.

SIGNALING.

No block signals are in use. During the time of our inspection all stations were being provided with semaphore telegraph signals. No interlocking devices are in use on this road in this State. White lights are used at night to denote "clear" position on all signals and main track signals.

STATIONS.

The stations and buildings are maintained in a fairly good condition.

RIGHT OF WAY.

The right of way is also maintained in a clean condition, and such of it as is enclosed is fenced with barb wire fence and well maintained.

CONCLUSION.

There are on the line of this road one (1) overhead highway crossing, one (1) street railway crossed at grade, seven (7) steam railroads crossed at grade and I/2 grade highway crossings. This road is well provided with highway crossing signs, whistle posts and other necessary signs for convenience and safety in operation. The management appears to be making an extraordinary effort to place this property in first-class condition.

Peoria & Pekin Union Ry. Co.

The Paoria & Pekin Union Ry. Co. is a terminal company, constructed for the purpose of providing terminal facilities for roads entering Peoria, the third process of the property of the purpose of the purpose of the process of the process of the lilinois river. S. miles in length between Peoria and Pekin, and a single track road on the west side of the river, 9.34 miles in length between Peoria and Holois Junction.

TRACK.

Both lines are laid with 70-lb. steel rail on oak ties and tastened with angle bars of suitable weight. All main track switches are equipped with splip points and spring rail frogs. Both lines are well ballasted with cinders and maintained in good condition.

BRIDGES.

There are two (2) bridges of steel construction, one of them being the drawbridge across the Illinois river, which is a single track bridge, but carries two (2) sets of rail for double track purposes and forming a gauntlet at each end of bridge. The balance of the bridges are of wooden construction and 14 in number, aggregating 1,131 feet. All are in good condition.

SIGNALING.

No block signals are in use. This line has three interlocking devices at grade crossings and junctions, all of which are maintained in good condition. White lights are used at night on all signals at interlocking systems and train order signals, and green lights on all main track switches to show "clear" position.

STATIONS.

All stations on this line are maintained in fairly good condition. The terminal station in Peoria is receiving extensive repairs, which was badly needed. A new train shed is also being built and the station tracks are being rearranged to suit the improved conditions.

RIGHT OF WAY.

The right of way is maintained in a fairly clean condition and is fenced with standard barb wire fence that is well maintained.

CONCLUSION.

There are on the line of this road four (4) double track crossings and dive (5) single track crossings and thirty (30) grade highways and streets. Generally speaking the property is maintained in good condition.

The proprietary lines of the P. & P. U. Ry, Co, are the C. C., C. & St. L. Ry, Co., C. P. & St. L. R. R. Co., L. E. & W. Ry, Co., P. D. & E. Ry, Co. and the T. P. & W. Ry, Co. The tenant companies using the property of this terminal company are the C. & A. R. R. Co., Lowa Central Ry, Co. T., H. & I. R. R. Co., C. R. P., Co. and the R. I. & P. Ry, Co.

ROCK ISLAND & PEORIA RY, Co.

This road lies wholly within this State and extends southwesterly from Rock Island to Peoria, a distance of 91 miles, with a branch from Milan to Cable, 22 miles in length, and a branch from Presumption to Sherrard, 5 miles in length, making a grand total of 118 miles. CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO., C. & C. B. DIV.—Double track plate girder bridge over Kishwankee river, near Genoa. Ill. Length 216 ft.



TRACE

Main Line, 21 miles.—The main line is a single track road and laid with 56-lb, 60-lb, and some 80-lb, steel rail, with even joints and fastened with angle bars of suitable weight, excepting the 80-lb, rail which is fastened with continuous rail joints. The 80-lb rail is comparatively new and is the standard pattern for relaying purposes. The 60-lb, rail is in fairly good condition, but the 36-lb, rail is abady surface bent and rides quite rough, being entirely unsuitable for the amount of traffic passing over it. Cedar ties are used on tancents and oak ties on curves.

All switches are equipped with split points and stiff frogs and maintained in good condition. The track is well ballasted with gravel and is maintained in good condition with the exception of that part of the line laid with 56-pound rail which is in as good condition, as far as line and surface is concerned, as the condition of the rail will permit.

Cable Branch, 22 Miles.—Single track road laid with 52-pound steel rail fastened with angle bars of suitable weight. Cedar ties are used on tangents and oak ties on curves. Stub switches with stiff frogs are in use. This track is ballasted with sand, gravel and cinder ballast, is in good line and surface and maintained in good condition.

PRINCES AND CAPTUR GUARDS

Most of the cattle guards on the main line and all cattle guards on the Cable and Sherrard branches, are pit quards. A few surface cattle guards to various kinds are in use on the main line, and these will be used entirely in the future.

Up to June 30, 1899, this company had twelve (12) bridges of iron construction, one (1) combination bridge and 98 wooden bridges, and except such bridges as were being renewed, repaired or filled up, all appeared to be in good condition. A large number of wooden bridges have been filled up during the past two years, a great number of which were replaced with culverts of permanent character. All bridges of permanent character are provided with iron guard rails.

SIGNALING.

No block signals are in use. On the main line there are four (4) interlocking devices at grade crossings. All stations are provided with common train order boards. White lights are used at night to show "clear" position of all signals and main track switches.

STATIONS

All stations and buildings are generally maintained in good condition.

RIGHT OF WAY.

All of their right of way is maintained in a clean condition and is enclosed with barb wire fence that is maintained in first-class condition. About 25 miles of fence was rebuilt and renaired during the past season.

CONCLUSION.

The necessary whistle posts, crossing signs and others for convenience and safety in operation, are in use. The highway crossing signs on the Cable branch, however, are very much in need of a coat of paint.

Extensive improvements in the way of reducing grades on the main line was in progress during the season just past. At Spoon River the grade is being reduced to seven and eight-tenths grade for about one (1) mile in length, and just west of Cambridge for about one (1) mile in length, the grade is also being reduced to an eighth-tenths basis, the deepest cut being 22 feet.

On the line of this road there is one (1) overhead highway crossing and it crosses at grade one (1) electric street car line, five (5) steam railroads and 2D streets and highways. Generally speaking this road is maintained in good condition.

ST. LOUIS CHICAGO & ST. PAUL R'Y. CO. OF ILLINOIS.

This company operates its line in connection with the C., P. & St. L. R. R. Co. of Illinois, its main line extending from Springfield to Granite City, a distance of 101 miles. Between Granite City and St. Louis their trains are operated over foreign lines. This company also owns a branch extending from Lock Haven to Grafton, 84 miles, and is the owner of a proprietary line in Alton, Illinois, one (1) mile in length, making a total ownership of 110.5 miles

TRACE

Main Line 101 Miles.—With the exception of 14 miles of 70 pound steel rail, the line is all laid with 60 pound steel rail. It is laid with broken joints on oak ties and fastened with angle bars of suitable weight. The track is all ballasted with crushed stone, but that part of the line between Granite City and Lock Haven, 23 miles, is not in very good surface and is quite rough. This part of it, however, is now being reballasted. The remainder of the line to Springfield is in very good surface and line. All main track switches are equipped with split points and stiff frogs and maintained in good condition

BRIDGES AND CATTLE GUARDS.

A few pit guards are still in use on this line but all will eventually be filled up and replaced with surface eattle guards which are standard. All of their bridges are in first-class condition, and during the past year about 500 lineal feet of bridging has been filled up.

SIGNALING

No block signals are in use. Of the seven (7) railroads crossed at grade three (3) of them are interlocked. All stations are equipped with semaphore train order signals. White lights are used at night to show "clear" positions of all signals and main track switches.

STATIONS

All stations on this line are maintained in excellent condition. A particularly handsome station was completed last spring at Jerseyville, a cut of which appears in this report.

RIGHT OF WAY.

The right of way is maintained in fairly clean condition and is enclosed with good fence excepting about 38 miles of road which has not been enclosed.

CONCLUSION.

The necessary whistle posts, crossing signs and others necessary for convenience and safety in operating the road are in use, and on no road thus far inspected, were the signs in such a neat and trim condition as on this road.

There are on the line of this road three (3) overhead highway crossings, seven (7) railroad crossings and 100 streets and highways crossed at grade.

Since the property has been placed in the hands of a receiver, October 1, 1898, it has been much improved and may be considered to be in good conpition.

ST. LOUIS, CEICAGO & ST. PAUL RAILWAY CO.-Passenger station recently completed at Jerseyville, Illinois.

St. Louis, Peoria & Northern R'y, Co.

This company operates between Peoria and St. Louis and owns a total of H.14 miles of track extending from Grove on the north where it connects with the tracks of the P. & P. U. R. Y. Co., to Glen Carbon on the south where it connects with the tracks of the C. P. & St. L. R. R. Co. This company is a new corporation, and having acquired by purchase an established line between Glen Carbon and Springfield, formerly operated by the C. P. & St. L. R. R. Co., it proceeded to build between Springfield and Grove, thus giving Springfield a direct line to Peoria. Construction began in the summer of 1897, and the road was open for operation May, 1898. The line was inspected on January 27, 1899, almost a vear from date.

TRACK.

Between Grove and Springfield, the newly constructed line, the track is laid with 75 pound steel rail on oak ties, and fastened with reinforced angle bars. The track has all had one lift of gravel, but being on a new bed, is quite rough. Preparations were being made to reballast this part of the line in the spring, which if done, would make first-class track. South of Spring-field the track is laid with 60-pound steel that has been in use for several years. This part of the line was being relaid with 75-pound steel, but just how much of it was relaid i am muable to say. With the exception of pathes of gravel, chats, cinders and slag, not much of the line south of Springfield is ballasted.

BRIDGES AND CATTLE GUARDS.

With the exception of a few pit guards south of Springfield, surface cattle guards are generally in use on this line.

North of Springfield, all of the bridges are new, and of course are in good condition. South of Springfield there were quite a number of bridges that needed renewals or extensive repairs. Their attention was called to certain bridges that required these repairs at once with the result that considerable work was done in this line during the past season. None of their bridges are provided with iron gnard rails.

SIGNALING.

No block signals are in use. All stations south of Springfield were equipped with common train order boards and those north of Springfield were to be equipped in like manner. There are twelve (12) interlocking devices in use at grade railroad crossings, all of which are maintained in good condition where this company has charge of the operations. This company was the first to adopt the automatic interlocking device installed by the Rowell-Potter Safety Stop Co. at Hawley where they cross two tracks of the P. D. & E. Ry. Co. White lights are used at night to show "clear" position at all signals.

STATIONS AND BUILDINGS.

North of Springfield all stations are now well arranged and maintained in excellent condition. South of Springfield the stations are in fairly good condition. A round house and shops of suitable character were erected at Springfield where all necessary repairs to equipment is made.

RIGHT OF WAY.

The right of way is maintained in a fairly clean condition and is suitably fenced.

CONCLUSION

Since the inspection of this line, the understanding is that this road has been sold to a syndicate that purchased the C. & A. property. Since then very little has been done on the contemplated improvements except which was in actual course of construction. At this writing it is learned that the C. & A. R. R. Co., will operate the road north of Springfield and the L. C. R. Co. will operate that part of it south of Springfield and eventually run their St. Louis trains over it via Springfield.

SOUTH SIDE ELEVATED RAILPOAD COMPANY

This company owns and operates 8.72 miles of double track built on an elevated structure, extending from Van Buren street and Wabash avenue to 65d street and Stony Island avenue in the city limits of Chicago. Like the Lake Street Blevated Railroad to, and the Metropolitan West Sude Elevated Railroad to, and the Metropolitan West Sude Elevated Railroad to, which it operates ionity with the other communicion Elevated Railroad Co, which it operates ionity with the other communicion.

Originally steam was the motive power used on this road, but a few years ago the motive power was changed to electricity, which is generated in their power house located at 40th and State streets, Chicago. The Sprague system, of the street of the street

TRACK.

Their track is laid with 90 lb. steel rails with even joints on soft ties 8x8 inches in size and spaced 18 inches from center to center, and fastened with angle bars of suitable weight. All switches are provided with split points and spring rail frogs, all of which are maintained in excellent surface and first class condition.

SIGNALING.

At the time of the inspection, this company had no block signals in use, but they had under construction by their own forces, a system of automatic signals which were formerly in use before the road changed their motive power, and I presume no doubt these signals are now in operation. The one or two accidents this company had resulting from rear end collisions has sourred them on to get these signals in use as soon as nossible.

STATIONS.

There are a total of twenty-two stations on the line of this road averaging about 0.41 miles apart. All of them are neat in design and maintained in a clean and excellent condition, and are provided with covered platforms of ample capacity.

CONCLUSION.

The South Side Elevated Railroad Company was organized January 14, 1897, and is the successor of the South Side Rapid Transit Company, which company last became in the red in founcial difficulties and for a time this company last so became in the red in founcial difficulties and for a time this circle has said handles on an average of 36,230 passengers per day. From its operations for the last fiscal year, it was able to meet all fixed charges in addition to paying one (1) per cent on its capital stock with considerable surplus remaining.



CHICAGO & NORTHWESTERN RY. CO., GALENA DIVISION.—Passenger Station at Elmburst, Illinois.

VCVII

UNION ELEVATED RAILROAD COMPANY

The Union Elevated Railroad Company was organized November 22, 1894 and built during the year 1897 for the purpose of providing terminal facilities for all the elevated roads in the city of Cnicago. It is constructed in loop form and has a total of 2.39 miles of double track located on an elevated structure.

The elevated companies using the terminal facilities of this road are the Lake Street Elevated R. R. Co., the Metropolitan West Side Elevated Ry. Co. and the South Side Elevated Ry. Co. The North-West Elevated R. R. Co., which is now in course of construction, will also use these terminal facilities.

TRACK

The track of this company is laid with 80-lb, steel rail with even joints on soft ties 8 inches x 8 inches in size and spaced 18 inches from center to center, and fastened with angle bars of suitable weight, All switches are provided with split points and spring rail frogs and these, together with the track, are maintained in first elass condition.

SIGNALING.

While a great number of trains are hauled over this loop, they are generally operated under slow speed, and it is probably for this reason that a system of block signals is not in use. However, they have in use an automatic block signal at 5th Avenue and Lake Street and another one at Wabash Avenue and Harrison Street which give protection to trains while unloading passengers beyond the curve.

For the purpose of moving trains expeditiously at the junction points there is in use an interlocking system at 5th Avenue and Van Buren Street and also one at Van Buren Street and Wabash Avenue. These interlocking devices however, are not operated under the authority of the Commission.

STATIONS.

The stations are conveniently located and none of them are greater than two blocks apart. They are all near in design and commodious, and are provided with covered platforms of ample capacity and maintained in an excellent condition.

This company owns no equipment, the road being operated by the tenant companies. Having only a double track line, the capacity of the road is severely taxed during the rash in the morning and evening. When the North Western Elevated R R. Co. begins operating its trains around the loop, together with the gradual increase of traffic on other roads, it is only a question of time, in my opinion, when the two tracks will be utterly inadequate to handle the business.

Wabash, Chester & Western R. R. Co.

The Wabash, Chester & Western R, R, Co, is a single track road lying wholly within the State, and extending from Mt, Vernon southwesterly to Chester, on the Mississippi river, a distance of 63.33 miles. The track is laid with 60-b, steel that is in good condition. It is haid with even joints on oak ties, and fastened with angle bars of snitable weight. All main track switches are provided with split points and stiff frogs. The track is not ballsated, but considering the character of the soil the major part of the line traverses, it is maintained in good line and surface.

VCTIII

PRINCES AND CAPTUR CUARDS

Owing to the fact that not much of the line is fenced, there are not many cattle guards in use, and such as are in use are mostly pit guards. The bridges on this line are mostly in good condition and well maintained.

STEXATIVE

No block signals or train order signals at stations are in use. Of the five (5) railroads crossed at grade, two /2) of them are interlocked. White lights are used at night on all signals and on all main track whitches to show "clear" nosition.

STATIONS

With the exception of two stations on this line all are of neat design and well maintained, with the exception that quite a number of them are in need of paint and a general overhauling.

RIGHT OF WAY.

The right of way is maintained in fairly clean condition. Only a part of the line is fenced and the larger part of this is in poor condition, including many of the wing fences. Where it is fenced, quite a number of farm crossings were noticed without gates.

CONCLUSION

In addition to the five (5 grade crossings mentioned, the road crosses 64 highways and streets at grade. Generally speaking, this road is maintained in fairly good condition, suitable to the character of the business handled.

WISCONSIN CENTRAL COMPANY.

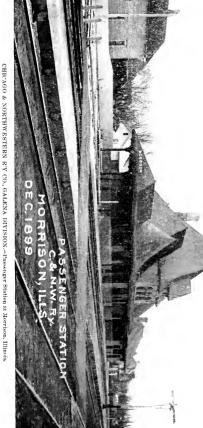
The Wisconsin Central Company owns no road in this State, but it operates the single track road owned by the Chicago & Wisconsin R. R. Co, which extends northerly from Altenheim, a suburb of Chicago, to the State line near Antice, a distance of 48.75 miles.

TRACK.

With the exception of about ten (10) miles, the entire line is laid with Solb, steel rail, the most of it being laid during the season just past. It is laid with even joints on tangents and broken joints on enrees, and fastened with angle bars of suitable weight. Oak ties are principally used although they have some hemlock ties in the track. In the track laid with Solb steel all switches are equipped with split points and spring rail frogs. The line is all ballasted, and while the track laid with new rail rides fairly well, it will be in first class condition as soon as it receives another lift of gravel, which is now in progress.

BRIDGES AND CATTLE GUARDS.

While there are a few pit guards in use most of the eattle guards on this line are surface guards of both iron and wooden construction. The wooden bridges are all in fair condition, having been built about four years ago, but it is the intention of the management to rebuild all of them this coming season with permanent structures.



SIGNALING.

No block signals are in use. Of the five (5) grade railroad crossings, four (4) of them are interlocked and such as are in charge of this company are well maintained. All stations are equipped with train order boards. White lights are used at night to indicate the "clear" position on all signals and main track switches.

STATIONS

The stations on this line are well adapted to the requirements of business handled and well maintained.

PIGHT OF WAY

While the right of way had not been cut, of the grass and weeds of which there are very few in this part of the State, it did not have an unclean appearance. It is enclosed with standard wire fence that is in fairly good condition. The wing fences at highway crossings are in good shape and neatly whitevashed.

CONCURRION

In addition to the five (5) grade railroad crossings above mentioned the road crosses 63 streets and highways at grade. The necessary whisle posts, crossing signs and other signs necessary for convenience in operating the road are in use. In addition to several miles of new S3 lb, steel haid during the past season a great deal has been done in the way of widening embankments and cuts and reducing grades.

The ruling grade of the line as originally built was on a 0.6 basis, and when the work is completed that is now in hand the ruling grade will be on a 0.3 basis

This company was placed in the hands of receivers September 26-27, 1803, and was sold under foreclosure on April 7 of the present year. The appointment of receivers has resulted favorably, as the property has been greatly improved under their management and is in first-class conditions.

Respectfully submitted.

(Signed).

F. G. EWALD.

Consulting Engineer.

Springfield, Ill., Dec. 1, 1899.

Statement of Interlocking Devices at Crossings, Junctions and Draw Commission up to

Location.	Kind of Protection Afforded.	Railroad Companies Interested.
Alhambra	Crossing	III. Cent. R. R. Co.—T., St. L. & K. C. R. R. Co. III. Cent. R. R. Co.—C. & E. I. R. R. Co
Ashley. Aurora (South) Barrington Bellewood Blue Island	Crossing	R. C. – St. L. C. & St. P. Ry. Co. III. Cent. R. R. Co. – L. & N. R. R. Co. E. J. & E. Ry. Co. – C. B. & Q. R. R. Co. E. J. & E. Ry. Co. – C. & N. W. Ry. Co. C. Gt. W. Ry. Co. – C. J. Ry. Co. C. T. T. R. R. Co. – C. & G. T. Ry. Co.
Branch Junction	Crossing and jet Gauntlet at bridge	Ill. Cent. R. R. Co.—C. & C. R. R. Co
Bureau Creek (West)		C., B. & Q. R. R. Co
Burlington, Ia Burham Calumet Park	Drawbridge Miss. Crossing Crossing	R.C., B. & Q. R. R. Co. Penn. Co.—C. & W. I. R. R. Co. Penn. Co.—C. J. Ry. Co.—C. T. T. R. R. Co.— M. C. R. R. Co. M. C. R. R. Co. III. Cent. R. R. Co. III. C. T. T. R. R. Co.—C. & A. R. P. Co.—W. C. R. R. Co.
Calumet River Carbondale Chappell Chicago Heights Chicago Heights Chicago Ridge	Drawbridge Cal. R Crossing and jet Crossing	M C R R Co. III. Cent R R Co. C T T R R Co.—C. & A.R.R.Co.—M.C.R.R.Co. C & E. I. R.R. Co.—M. C. R. Co. E. J. & E. R.S. Co.—C. & E. J. R R. Co. C T T. R. R. Co.—Wabash R R. Co.
Coal City		E. J. & E. Ry. CoA. T. & S. F. Ry. CoC.
Colona		& A. R. R. Co C. R. I & P. Ry. Co.—C., B. & Q. R. R. Co
Curran		St. L., C. & St. P. Ry, Co -Wahash R. R. Co
Chicago— Ash st		J. Ry. CoC. T. R. R. CoP., C., C. & St.
Auburn Jet. (75th st.). Auburn Park (75th st.) Beverly Hills Beverly Junction	Junction Crossing and cons Crossing and jet.	J Ry, Co.—C. I. I. R. R. Co.—T. C., U. & St. L Ry, Co. C. & W. I. R. R. Co.—C. R. I. & P. Co. C. R. I. & P. Ry, Co.—P. C. C. & St. L. Ry, Co. P. C. C. & St. L. Ry, Co.—B. & O. R. R. Co.— C. R. I. & P. Ry, Co. C. & A. B. R. Co.—A., T. & S. F. Ry, Co. III
Bridgeport	Crossing&drawb'g	e C. & A. R. R. CoA., T. & S. F. Ry. Co. III.
Burn-ide	Crossing	Cent. R. R. Co
Calumet River Calumet River Calumet River	Drawbridge Cal. B Drawbridge Junction	I. & P. Ry. Co
Calumet River Calumet River. Calumet River.	Drawbridge Cal. R Drawbridge Drawbridge & jets	L. S. & M. S. Ry. Co. C. & W. I. R. R. Co. B. & O. R. R. Co.—C. S. & M. S. Ry. Co.
Canal st Chicago River	Cross-overs & jets Drawbridge & cor	M. W. S. E. Ry. Co

Bridges, on account of which Permits have been issued by the December 1, 1899.

6 Ma	Per	ate Last rmit.	No. of working levers	Capacity of machine	Manufacturer of Machine.	Character of Machine in Use.	Remarks.
อ ฮ น	ay ly	25, 1898 29, 1893	13 12	16 16	National S. & S. Co. Johnson R. R. S. Co.	Mechanical	
9 Fe	h.	10.1898	20	21	Union S. & S. Co		
s Se	pt.	10, 1898 6, 1898	23			**	
1 Oa	· t	7 1891	90	24		::	
0 Ju	ne	7,1898	16	16			
0 Ar	n. ril	7, 1898 21, 1898 6, 1898	20 46	36 56	Vational S. & S. Co		Renew'd with nev
9 Ar	ril	5, 1899	21			::	
9 Fe	b.	1,1899	10	12	Allentown R. M. Co		Originally in
			12	12			stalled in 1886 Originally in stalled in 1886
7 Ma	ar.	3, 1897	6	6	Union S. & S. Co		
		13, 1893	29	32			
4 Au	g.	31, 1897	73	100			
5 Ma	y	31, 1897 3, 1892 23, 1899 10, 1897 6, 1892	7 28	39	National S. & S. Co.		
0 De	ec.	10, 1897	36	36	Union S. & S. Co		
9 De	e.	6, 1892	4	- 1		::	Wheel machine.
			- 1	4		::	
0 Au	ıg.	19, 1897	14	16			Renew'd with nev machine in 1897
0 Jai 0 Ma	n er.	17, 1890 22, 1899	9 16	9 16	Randolph S. & S. S Union S. & S. Co	::	Machine enlarged and renewed with improved
4 Fel	b.	6,1894	10	12	National S. & S. Co.		locking in 1899
Au	g.	7, 1899 1, 1891	77	77	Union S. & S. Co		
De	c.	1,1891	48	48	Johnson R. R. S. Co.		
Ma Ma	r.	16, 1898 14, 1894	60 12	60 12	Union S. & S. Co	::	Rebuilt in 1898 Towers slotted
		26,1899	30	30		**	
		23, 1890	36	36			
Jul	ne	20, 1899 30, 1892	98	144	::		
Jun	ne	21, 1895	8	8			
Jar	n.	30, 1896	12	16		••	Discontinued per manently Apri
Jul	v	18, 1896	8	8			22, 1896
De	c.	10, 1897	12	16			
Oct	t.	30, 1899	17	20	Standard R. R. S. Co.		For temporary use. Two 2
De	t	9 1895	58	64	National S & S Co		towers
N	v.	29, 1892	18	20	Union S. & S. Co.	Electro-pneu-	
			•				Discontinued
5	Oc Ue	Oct. Oct.	Oct. 30, 1899	Oct. 30, 1899 17 Oct. 9, 1895 58	Oct. 30, 1899 17 20 Oct. 9, 1895 58 64	Oct. 30, 1889 17 20 Standard R. R. S. Co. Uct. 9, 1885 58 64 National S. & S. Co.	Oct. 30, 1889 17 20 Standard R. R. S. Co. Oct. 9, 1885 58 64 National S. & S. Co. Oct. 9, 1882 18 20 Union S. & S. Co Electro-pneu-

Location.	Kind of Protection Afforded.	Railroad Companies Interested.
Chi. R. (W. F. of S. B.	Drawbridge 26th st.	C. T. T. R. R. Co.—C. J. Ry. Co
Chicago River Clybourn Junction	Drawbridge Crossing	M. W. S. E. Ry, Co. C. & N. W. Ry, Co.—C., M. & St. P. Ry, Co
Corwith	. Crossings & jets	C, & A, R, R, Co, -A, T, & S, F, Ry, Co
Cragin Deering	Crossing Drawbridge & cons.	C., M. & St. P. Ry, Co.—C. & N. W. Ry. Co C. & N. W. Ry. Co.
Ford st. (So.)	. Crossing	P., C., C. & St. L. Ry, Co., C. & W. I. R. R. Co.
		P., C., C. & St. L. Ry, Co.—C. & W. J. R. R. Co. C. T. T. R. R. Co.—B. & O. R. R. Co.—Belt Ry, Co. of Chicago—P., C., C. & St. L. Ry, Co.— Walash R. K. Co. Penn. Co.—L.S. & M.S. Ry, Co.—Ill. Cent. R. R. Co
Grand ave	. Crossing&yard cons	C. & N. W. Ry. Co
Hammond Junction Hawthorne	Jets. & cross-overs. Crossing	C. & W. I. R. R. Co. Belt By, of Chicago III. Cent. R. R. Co. Belt By, of Chicago III. Cent. R. R. Co. C. & E. I. R. R. Co. Belt By, of Chicago A. T. & S. F. Ry, Co.— U. & A. R. R. Co. W. W. S. E. By, Co. C. & X. W. Ry, Co.—C. M. & St. P. Ry, Co.—
Pacific Junction Robey st Rockwell st Rose Hill	Crossing and jet Junction Crossing and jet Junction	C. M. & St. P. Ry. Co M. W. S. E. Ry. Co C. & N. W. Ry. Co C. & N. W. Ry. Co
South Englewood South Mayfair	Junction Crossing	C., R. I. & P. Ry. Co C. & N. W. Ry. Co.—C., M. & St. P. Ry. Co
Washington Heights.	Crossing	C., R. I. & P. Ry Co.—P., C., C. & St. L. Ry Co. III. Cent. R. R. Co.—St. Charles Air Line Co
40th st. (So')	. Crossing	C., R. I. & P. Ry. Co.—L. S. & M. S. Ry. Co.— U. S. Y. & T. Co.
43d st. (So.)	Junction and cons. Crossing	Ill. Cent. R. R. CoC. J. Ry. Co

-Continued.

of	ate First rmit.	of	ate Last rmit.	No. of working levers	Capacity of machine	Manufacturer of Machine.	Character of Machine in Use.	Remarks.
			17, 1593	18	_	Union S. & S. Co		Discontinued per manently
Nov. Jan.	2,1897 3,1890	Nov. Jan.	2,1897 3,1890	12 32	94 32	National S. & S. Co. Union S. & S. Co	::	Discontinued temporarily in April, 1899. In course of re
Sept.	13, 1892	Mar.	7, 1899	39	46			newal Outlying func- tions renewed in 1899.
April	4, 1893	Nov.	14, 1899	25	25	::	**	
Sept.	21,1899	Sept.	21, 1899	11	24		Electro-pneu- matic	C. M. & St. P Ry. Co.'s grade grossing elim inated in April. 1899, and sys tem renewed with new ma chine
Oct.	29, 1895	Oct.	29, 1895	32	40			
Mar. July	14, 1894 22, 1893	Mar. July	14,1894 22,1893	90 40	132 45	Johnson R. R. S. Co. Union S. & S. Co	::	Discontinued per manently Sept 1,1893
Oct.	30, 1899	Oct.	30, 1899	9	11	**	Electro-pneu-	
Sent.	23, 1893	Sent.	23 1893	52	52		Mechanical	
Feb. Dec.	2, 1892 5, 1889	Feb. July	23, 1893 2, 1892 23, 1895	25 49	40	Johnson R. R. S. Co. Union S. & S. Co		
Nov.	30, 1892	Nov.	30, 1892	21	24			
Nov.	2, 1897	Nov.	30, 1892 2, 1897 9, 1895	29 54	68	National S. & S. Co.	::	
Feb.	12, 1890	April	25, 1899	33		Union S. & S. Co		Machine enlarged and outlying functions re newed in 1899
May	27, 1891	Oet.	30,1899		108			Renewed in 1899.
Oct. Sent.	9, 1895 25, 1895	Dec.	9, 1895	28 -26	32 28	National S. & S. Co. Union S. & S. Co		
			23, 1897 28, 1899		16	Caron Of the Control		Second hand old style S. & F machine
Jan.	7, 1891	Feb.	11, 1892 3, 1890	51			::	
					10			Discontinued tempor'rily May 31, 1899. It course of re newal
Sept.	20, 1890	April	5, 1893	27 79	25	Union S. & S. Co	::	
aept.	12, 1893	мау	23, 1899	79	92	National S. & S. Co.		System re-ar ranged and out lying functions renewed in 1899
May	25, 1892	May	25, 1892	44	50			Discontinued per maneutly May 24, 1897: cross ing eliminated
April	5, 1893	Dec.	29, 1895	78	80	National S. & S. Co.	::	ing emmateu
Jan.	30, 1896	Jan.	30, 1896	69	80	Union S. & S. Co		

Location.	Kind of Protection Afforded.	Railroad Companies Interested.
49 st. Junction	Junctions and cons. Crossing Junction and cons.	C. & W. I. R. R. Co C. T. T. R. R. Co.—C. & G. T. Ry. Co.—M. C. R. R. Co.—P., C., C. & St. L. Ry. Co. M. C. R. R. Co.—Belt Ry. Co. of Chicago C., R. I. & P. Ry. Co.—L. S. & M. S. Ry. Co.
67th st. (So.)		Iil. Cent. R. R. Co. B. & O. R. R. Co.—Ill. Cent. R. R. Co.—World's Col. Ex. Co.
95th st. (So.)	Junction and cons Crossing	COL. Ex. Co. C. R. I. & P. R.*; Co. R. K. CO.—C. I. S. & E. R.*; Co.—B. & O. R. K. CO.—C. I. S. & E. R.*; Co.—B. & M. S. R.*; Co.—R.*; Co
Dolton Dwight Earlyille	Crossing and cons	N. C. R.Y. CO.—C. & N. W. R.Y. CO. P. C., C. & St. L. R.Y. CO.—C. & E. I. R. R. CO.— C. J. R.Y. CO.—C. T. T. R. R. CO. C. & A. R. R. Co.—I., I. & I. R. CO. C. & A. R. R. Co.—L. J. & I. R. CO. C. B. & O. R. R. CO.—C. & N. W. R.Y. CO.
East Clinton East Dubnque East Kingston Edgewood	Crossing&drawb'ge Crossing	C. & N. W. Rv. Co.—C., B. & Q. R. R. Co. III. Cent. R. R. Co.—C. B. & Q. R. R. Co. C. M. & St. P. Ry Co.—C. & N. W. Ry. Co. III. Cent. R. R. Co.—B. & O. S. W. Ry. Co.
Fairmont Farrington Fox River Franklin Park	Junction Crossing Crossing and cons	C. & E. I. R. R. Co.—Wabash R. R. Co. C. M. & St. P. Ry. Co.—C. & N. W. Ry. Co. C. M. & St. P. Ry. Co.—C. T. T. R. R. Co.—W. C. Ry. Co.
Fulton Junction Fulton, No. 1. Fulton, No. 2 Galva	Crossing	C. & N. W. Ry. Co.—C., M. & St. P. Ry. Co. C. & N. W. Ry. Co.—C., B. & Q. R. R. Co. C. & N. W. Ry. Co.—C., B. & Q. R. R. Co. C. B. & Q. R. R. Co.—R. I. & P. Ry. Co
Glen Carbon	Crossing and jet Crossing and cons	HI. Cent R. R. Co.—C., C. & St. L. Ry. Co.— III. Cent R. R. Co.—C., P. & St. L. R. R. Co.— T. St. L. & K. C. R. R. Co.— St. L. M. B. T. Ry. Co.—C. & A. R. R. Co.—C., C. C. & St. L. Ry. Co.—St. L. C. & St. P.
Gray's Lake	Crossing	Ry. Co.—Wabash R. R. Co C., L. & MeH. Co. Ry. Co.—W. C. Ry. Co
Green Valley	Junction	T. H. & I. R. R. Co.—P. D. & E. Ry, Co
To observe and the	Creating and con	Walson D. D. Co C. & A. D. D. Co C. D. A.
Kansas Kinmundy Kittredge	Crossing	S. L. B. R. C. E. J. A. F. Ry, Co. — C. R. L. A. F. Ry, Co. — M. C. H. R. C. B. Ry, Co. — A. T. A. S. F. By, Co. H. C. L. R. S. C. B. Ry, Co. — I. D. W. Ry, Co. H. C. L. C. A. S. S. L. Ry, Co. — I. D. W. Ry, Co. H. C. L. C. A. S. S. L. Ry, Co. — I. D. W. Ry, Co. H. C. H. R. R. Co. — W. C. Ry, Co. H. C. L. Ry, Co. W. C. Ry, Co. L. A. S. S. Py, Co. Sy, Co. — H. Centr. R. R. Co. C. J. A. S. S. L. Ry, Co. — Wabash R. R. Co.

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of l	ate First mit.	of	ate Last rmit.	No. of working levers	Capacity of machine	Manufacturer of Machine,	Character of Machine in Use.	Remarks.
Mar.	20, 1890	Mar.	20, 1890	36	36	Union S. & S. Co	Mechanical	
Aug.	22, 1892	April	28, 1897	66	76	::	::	
Feb Sept.	2, 1897 7, 1891	Nov.	28, 1897 2, 1897 30, 1898	20 23	28 24	National S. & S. Co.		Renew'd with new machine in 1898
Sept.	12,1593	Dec.	6, 1895	96	96			macurae in 1555
April	28, 1893	April	28, 1893	21	24	••		Discontinued per manently
Sept.	13, 1892	Sept.	13,1892	22	28	**		
Oet.	26, 1898	Oct.	26, 1898	77	104			
Jan.	2.1892	Feb.	6.1894	15			::	
			22, 1893	14	16	"		
July	6, 1897	June	13, 1899 17, 1890 13, 1897 6, 1898 13, 1899	159	172			
April	17, 1890	April	17, 1890	6	7		::	Wheel machine .
Oct.	13, 1897	Oct.	13, 1897	18 10	20	National S. & S. Co.		
April	13 1899	April	13 1899	15	16	Union S. & S. Co		
				11	12			
Dec.	15, 1596	Dec.	15, 1896	18	18	Taylor Signal Co	Electric	
Aug.	25, 1893	Aug.	25, 1893	10 11	16 16	Union S. & S. Co	Mechanical	
Nov.	30, 1892	Nov.	5, 1899 4, 1896	20	20			
Lon	90 1000	Tooler	99 1606	20	20			
Nov.	30, 1892	Nov.	23, 1898 30, 1892 22, 1897 21, 1898	11	12			
Sept.	22, 1897	Sept.	22, 1897	14	16	National S. & S. Co.		
Jau.	21, 1898	Jan.	21, 1898	3	3			
May	21,1890	May	21, 1890	16 6	20 €	Union S. & S. Co	::	Wheel machine .
July	i0, 1891	Мау	25, 1898	14	16	National S. & S. Co.		Renewed in 1898.
Nov.	14, 1894	June	28, 1898 28, 1899	60		Johnson R. R. S. Co.	3	
Nov.	28, 1899	Nov.	28, 1899		12	Union S. & S. Co		Second-hand ma
Mar.	31, 1596	Mar.	31, 1896	24	28			
Jan.	4, 1899	June	20, 1899 5, 1898	11 25	16	Standard R. R. S. Co.		
May	23 1598	Ang	23, 1898	21	24	National S. & S. Co.		
Sept.	13, 1898	Sept.	13, 1898	17	20			
Sept.	30, 1893	Sept.	30, 1893	49	68	Johnson R. R. S. Co.		
Aug.	7,1899	Aug.	7, 1899	Auto	m'tic	Rowell-Potter S.S Co	Automatic	
Sept.	27, 1892	Dec.	10, 1897	24	24	Johnson R. R. S. Co.	Mechanical	
Nov.	12, 1890	Har.	23, 1898	16	16	Rowell-Potter S.S Co Johnson R. R. S. Co. Union S. & S. Co Standard R. R. S. Co.		Renew'd with new machine in 1898
June	9,1893	June	9, 1893	36	40	Union S. & S. Co		
Feb.	27, 1889	Feb.	27, 1889	10	10	**		Wheel machine .
Sept.	6,1595	Sept.	6, 1898	8	- 5		::	
Nov.	18, 1893	Nov.	18, 1893	14	16	Johnson R. R. S. Co.		
Sept. July	13, 1892 8, 1895	Sept.	13, 1892 8, 1895	17 11	20	Union S. & S. Co Johnson R. R. S. Co.		
Aug.	4, 1897	Ang.	4.1897	12	12	Union S. & S. Co		
Nov.	4, 1897 16, 1898	Nov.	16, 1898	13	16	caioa or a corri	::	
Jan.	4,1890	Jan.	4,1890	6	8			
Aug.	22,1893	Sept.	12, 1899	46	48			Outlying func- tions renewed in 1899

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Kind of Protection Afforded.

Range al Companies Interested.

Litchfield (South)			Ill. Cent. R. R. Co.—Wabash R. R. Co. Wabash R. R. Co.—C., P. & St. L. R. R. Co.— Ill. Cent. R. R. Co.—I. & St. L. Ry. Co.
Mansfield Marshall Matteson			P. & E. Ry.—Wabash R. R. Co T. H. & I. R. R. Co.—C., C., C & St. L. Ry. C E., J. & E. Ry. Co.—Ill. Cent. R. R. Co
Matteson Mattoon Mattoon			U. C. C. & St. L. Ry. Co.—P. D. & F. Ry. Co.
Mazonia Mazon	Crossing a	ndjet	III. C-DT, R. R. CO.—P., D. & E., R.Y. CO. E., J. & E. R.Y. CO.—C. & A. R. R. CO. A. T. & S. F. R.Y. CO.—C. C., C. & S. L. R.Y. C. C. T. T. R. R. CO.—A., T. & S. F. R.Y. CO. R. I. & P. R.Y. CO. C. & E. I. R. R. CO.—T., St. L. & K. C. R. R. C. C. & E. I. R. R. CO.—T., C., B. & Q. R. R. CO. A. T. & S. F. R. R. CO.—C., B. & Q. R. R. CO.
McCook Milan Mode	Dr'wbridg Crossing	+1.&¥.C.	C. 1. T. R. R. Co.—A., T. & S. F. Ry, Co R. I. & P. Ry, Co. C. & E. I. R. R. Co.—T., St. L. & K. C. R. R. C
Momence	Crossing	and jet	C. & E. I. R. R. Co.—I., I. & I. R. R. Co A., T. & S. F. R. R. Co.—C., B. & Q. R. R. Co. C. R. & G. R. R. Co.—Lows Cent By Co.
Monticello Mt. Vernon Mt. Vernon	Crossing.		C. & E. I. R. R. Co.—I., I. & I. R. R. Co. L. B. & Q. R. R. Co.—I. B. & Q. R. R. Co. C. B. & Q. R. R. Co.—I. Lowa Cent. Ry. Co. W. C. & W. R. R. Co.—L. & N. K. R. Co. W. C. & W. R. R. Co.—L. & N. K. R. Co.
Mt. Vernon			C & E. J. R. R. Co.—L. E. & St. L. C. R. F Co.—L. & N. R. R. Co.
Nashville	:: -		C. & C. R. R. Co.—L. & N. R. R. Co
North Harvey Ottawa	Crossing&	drawb'ge	C. & C. R. R. Co.—L. & N. R. R. Co
Domio	Connections		C., C., C. & St. L. Ry. Co.—C., C., C. & St. I
Paxton	crossing.		Ry. Co. (Cairo Div.)—T. H. & J. R. R. Co Ill. Cent. R. R Co.—L. E. & W. R. R. Co C. & A. R. R. Co.—A., T. & S. F. Ry. Co.—
	Crossing.	drawn ge	P. & P. U. Ry. Co.—R. I. & P. Ry. Co. C., B. & Q. R. R. Co.—C., R. I. & P. R. R. Co
ontiae Princeville	Crossing a	and Cons.	C. & A. R. R. CoIll. Cent. R. R. Co. Wabash R. R. Co.
niverdale			
Grendale Rochelle Rockford Rondout			
fiverdale fochelle fockford fondout salein St. Anne			III. Cent R. R. Co.—C. T. T. R. R. Co.—P. C. C. & St. L. Ry. Co. C. & St. L. Ry. Co. C. & N. W. Ry. Co.—C., B. & Q. R. R. Co. III. Cent R. R. Co.—C., B. & Q. R. R. Co. E. J. & E. Ry. Co.—C., M. & St. P. Ry. Co. C. & F. I. R. R. Co.—R. & O. SW. Ry. Co. C. & F. I. R. R. Co.—R. & O. SW. Ry. Co.
Riverdaje Rochelle Rockford Rondout Salem St. Anne St. Elmo Sheldon			III. (ent R. R. Co.—C. T. I. R. R. Co.—P. A. C. & S. B. H. R. Co.—C. R. & Q. R. R. Co. U. R. R. Co. U. R. C. R. R. Co. U. R. C. C. R. & Q. R. R. Co. U. R. C. L. R. R. Co.—B. & Q. R. R. Co. U. & E. J. & R. R. Co.—C. & B. & Q. R. R. Co. U. & E. J. R. R. Co.—C. C. & S. E. J. R. R. Co.—C. & S. E. J. R. R. Co.—C. & S. E. J. R. Co.—J. P. & W. R. S. C. C. & S. E. J. R. S. Co.—J. P. A. W. R. S. C. S. C. C. & S. E. J. R. S. Co.—J. P. A. W. R. S. C. S. C. C. & S. E. J. R. S. Co.—J. P. A. W. R. S. C. S. C. C. & S. E. J. R. S. Co.—J. P. A. W. R. S. C. S. C. C. & S. E. J. R. S. Co.—J. P. A. W. R. S. C. S. C. C. S. C. S. L. R. S. Co.—J. P. A. W. R. S. C. S. C. C. S. S. C. S. S. C. S. S. C. S. S. C. S. C. S. C. S. C. S.
Riverdale Rockford Rondout Salem St, Anne St, Elmo Sheldon Sherman South Centralia			C. & A. R. R. CO.—III. Cent. R. R. CO. A. T. & S. F. Ry, CO.—R. I. & P. Ry, CO. A. T. & S. F. Ry, CO.—R. I. & R. R. CO.—P. CO. A. T. & S. F. Ry, CO.—R. I. & R. R. CO.—P. CO. A. W. Ry CO.—C. B. & J. R. R. CO.—III. C. & N. W. Ry CO.—C. B. & J. R. R. CO. L. & L. R. R. CO.—R. & O. S. W. Ry, CO. L. & E. J. R. R. CO.—R. & O. S. W. Ry, CO. L. & E. J. R. R. CO.—T. H. & J. R. R. CO.—C. A. E. J. R. R. CO.—C. G. C. A. S. L. Ry, CO. L. & L. R. R. CO.—C. G. C. G. W. Ry, CO. L. & C. R. R. CO.—R. W. Ry, CO. L. & L. R. R. CO.—R. S. W. Ry, CO. L. & L. R. R. R. CO.—R. S. W. Ry, CO. L. & L. R. R. R. CO.—R. S. W. Ry, CO. L. & L. R. R. R. R. S. W. Ry, CO. L. & L. R.
Kiverdale Rockford Rockford Rondout salem St. Anne Elmo St. Elmo Steldon Jerman			III. (*m; R. R. Co.—C. F. I. R. K. Co.—F. C. C. A. S. K. F. R. Co.—F. R. C. A. S. K. Co.—F. C. C. A. S. K. Co.—F. C. C. A. S. C. R. C. C. F. R. C. C. F. R. C. C. F. R. C. C. F. R. C. C. C. C. E. L. R. R. Co.—B. A. C. S. W. R. C. C. C. C. E. L. R. R. Co.—B. A. C. S. W. R. S. Co.—C. C. C. C. C. C. S. S. L. R. C. C. C. C. C. C. C. C. S. S. L. R. C. C. C. C. C. C. A. S. R. L. R. C.
Kiverdale Rochelle Rochford Rochford Rochford Rondout St. Anne St.	Crossing a	and Cons.	H. Cerr R. R. Co. C. T. T. R. R. Co. P. A. C. A. W. R. F. Co. C. A. W. R. F. Co. C. A. W. R. R. Co. C. A. W. R. R. Co. C. B. A. Q. R. R. Co. C. A. C. R. A. Q. R. R. Co. C. A. C. R. A. Q. R. R. Co. C. A. C. C. A. S. L. R. R. Co. C. A. C. C. A. S. L. R. R. Co. C. A. C. A. R. R. Co. C. A. C. R. R. R. Co. C. A. R. R. Co. C. A. C. R. R. R. Co. C. A. R. R. Co. C. A. R. R. Co. C. A. R. R. Co. C. R. C. R. R. R. Co. C. R. C. R. R. R. Co. C. R. R. R. Co. C. R. R. R. R. Co. C. R. R. R. R. Co. C. R. R. R. Co. C. R. R. R. Co. C. R.
Giverdale Rochelle Rockford Rockford Rondout silen Silen Silen Silen Silen Silen Silen Silen Silen South Centralia South Centralia South Elmburst Springfield Springfield	Crossing a	and Cons.	III CONTRICTORY R. R. CO C. T. T. R. R. CO P. A. C. A. S. L. R. S. C P. A. C. R. C. R. A. C. R. C. R. C. R. C. R. A. C. R. C. R. T. R. A. C. R. C. R. C. C. C. C. C. A. S. L. R. R. C. C. T. P. A. C. R. R. C. R. C. R. A. R. R. C. C. R. A. R. R. C. C. R. C. R. R. C. R. C. R. R. C. R. C. R. R. R. C. R. R. C. R. R. C. R. R. R. R. R. C. R. R. R. R. R. C. R. R. R. R. R. R. C. R. R. R. R. R. R. R. R. C. R. R. R. R. R. R. R. C. R. R. R. R. R. R. R. R. R. C. R.

-Continued.

Date of First Permit.	Date of First Permit.	No. of working	Capacity of machine.	Manufacturer of Machine.	Character of Machine in Use.	Remarks.
1 00 4005	1 00 1005		. 10	Union S. & S. Co		
	Aug. 28, 1895				меспаніскі	
Mar. 5, 1896	Mar. 5, 1896	36 17	36	Staudard R. R. S. Co.		
April 25, 1893	April 25, 1809 April 13, 1893	11	19	National C & S Co		
July 30, 1889	July 29, 1893	9	12	Uuion S. & S. Co Johnson R. R. S. Co.	::	
Sept. 29, 1890 July 25, 1893	July 25, 1893	10 14	16	Union S. & S. Co	**	
Oct. 6,1898	Oct. 6, 1895	18			Automatic	
Feb. 27, 1889 Nov. 30, 1898	Feb. 27, 1889	18 21	20 24		1.6	
May 26, 1894	Nov. 30, 1898 Sept. 4, 1897	14	16		::	
July 23, 1895	July 23, 1895 May 27, 1897	6 10	6	National S. & S. Co.		
July 23, 1895 May 27, 1897 Sept. 5, 1893	July 5, 1899	17	20	Union S. & S. Co	1.6	
Mar. 3,1898 Dec, 28,1898	Mar. 3,1898	15				
Dec. 28, 1898	Dec. 28, 1898 Sept. 6, 1898	13 27	20	Union S & S. Co.		
Sept. 6,1898 Nov. 30,1892	Nov. 30, 1892	10	10	National S. & S. Co. Union S. & S. Co Johnson R. R. S. Co.		
July 1,1895	May 10, 1899	24	24			Outlying func- tions renewed in 1899
Aug. 29, 1894	Aug. 29, 1894	8	12	Union S. & S. Co	::	
Aug. 15, 1893 June 14 1898	Aug. 15, 1893 June 14, 1898	25 16	28 20	National S. & S. Co.		
Nov. 1,1891	Nov. 7, 1899	20	22	Union S. & S. Co		Includes two (2) ground levers at draw bridge. Outlying func- tions renewed in 1899
Oct. 18, 1892 Feb. 13, 1896	Oct. 18, 1892 Feb. 13, 1896	27 33	32 36	National S. & S. Co.	::	Being rebuilt
May 3,1898 July 27,1896	May 3, 1898 July 27, 1896	22 30	24 32			
May 16, 1899	Dec. 19, 1899	14		Standard R. R. S. Co.		Renew'd with new machine in 1899.
Aug. 18,1892 Sept. 27,1892	Dec. 31, 1892 Sept. 27, 1892	34 15	36 16	National S. & S. Co.	::	
May 15, 1896	Sept. 5,1899	71	120	Union S. & S. Co		
Oct. 5, 1897	Oct 5 1897	111	12	National S. & S. Co. Union S. & S. Co	::	
		12 23	12 24	Union S. & S. Co		
Mar. 27, 1895 Aug. 31, 1893 Jan. 29, 1895	Mar. 27, 1895	10	12	Johnson R. R. S. Co.		
Aug. 31, 1593	Nov. 4,1896	29	29	Union S. & S. Co Johnson R. R. S. Co.	::	
May 17, 1893	Jan. 18,1896 May 17,1893	16 17	20	Union S. & S. Co.		
Jan. 27, 1898	Jan. 27, 1898	19				
Feb. 24, 1897 Sept 30, 1893	Feb. 24,1897 Sept. 30,1893	13 20	20 24	Union S. & S. Co		
Jan. 4, 1890	Dec. 13, 1898 Nov. 7, 1895	13	13			
Nov. 7, 1895	Nov. 7,1895	10	12	National S. & S. Co.		
Jan. 15, 1896	May 3, 1898	39	11	**		
Feb. 2,1898	Feb. 2, 1898	11	12		::	
Oct. 18, 1892	Oct. 18,1892	20	24			
Oct. 22, 1894	June 20, 1899	160	224			İ

Location.	Kind of Protection Afforded.	Railroad Companies Interested.			
Tamaroa. Taylorville Thornton Junetion Tolona Tower Hill Vandalia Watseka Watkegan. Wesley Junetion. West Chicago. Windsor	Crossing and Cons. Junction Crossing	III. Cent. R. R. Co.—W. C. & W. R. R. Co			
Total	3 5				
Total	s				

-Concluded.

Date of First Permit.	Date of Last Permit.	No. of working levers	Capacity of machine	Manufacturer of Machine.	Character of Machine in Use.	Remarks.
April 19,1897 June 15,1892 June 2,1892 Sept. 6,1880 Oct. 30,1890 Sept. 5,1880 Nov. 9,1891 June 30,1896 Feb. 27,1889 Mar. 29,1883	Sept. 6, 1898 Dec. 2, 1890 Oct. 30, 1899 Sept. 5, 1893 May 23, 1899 June 30, 1896 Feb. 27, 1889	27 12 42 24 14 14 25 8 16 4,497	20 20 32 16 48 28 20 28 8 16	Johnson R. R. S. Co. Union S. & S. Co National S. & S. Co Union S. & S. Co	Mechanical	Wheel machine Outlying functions renewed in 1889

LIST OF RAILROADS INCORPORATED IN ILLINOIS BE-TWEEN JUNE 30, 1898, AND JUNE 30, 1899, ALL OF WHICH ARE INCORPORATED UNDER THE GEN-ERAL RAILROAD LAWS OF THE STATE.

July 18, 1898—Chicago & Fox Lake Electric Railway Company. July 27, 1898-Chicago, Peoria & Western Railway Company. September 6, 1898-Galesburg & Great Eastern Railroad Company. December 30, 1898-St. Lonis & Northern Short Line. January 16, 1899-Harrisburg & Southern Railroad Company. January 17, 1899 - Metropolitan West Side Elevated Railway Company. January 25, 1899-Rockford & Belvidere Electric Railway Company. January 26, 1899-Eastern Illinois & Missouri Railroad Company. January 30, 1899-Hannibal & Quincy Railroad Company. February 7, 1899-Quincy, Carrollton & St. Louis Railway Company. February 20, 1899-Quincy Belt Line Railroad & Terminal Company. February 24, 1899-Aurora & Chicago Railway Company. February 24, 1899-Elgin & Chicago Railway Company. February 25, 1899-Chicago, Wheaton & Aurora Railroad Company. March 1, 1899-Princeton, Spring Valley & La Salle Railway Company. March 11, 1899-Anrora, Wheaton & Chicago Railway Company. March 23, 1899-Collinsville, Casevville & East St. Louis Electric Railroad. April 25, 1899-Cook, Lake & McHenry Counties Railway Company. June 23, 1899-Streator & Clinton Railroad Company. June 23, 1899-Illinois & Mississippi Valley Terminal Railroad Company of

Alton, Illinois.



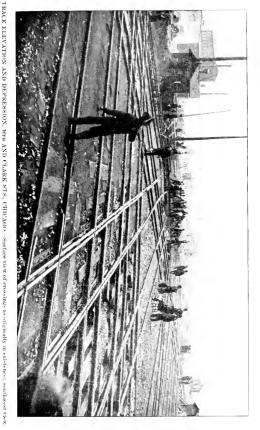
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.—Standard block signal. The mast is made of 4 in., 5 in. and 6 in. iron pipe swedged together; is 32 feet long and placed 6 ft. in ground and weighs 559 pounds without fittings.





TRACK ELEVATION AND DEPRESSION, 167H AND CLARK STS., CHICAGO.—Map of track elevation and depression to eliminate the grade crossings at 16th and 16th streets, Chicago. AT 15TH AND 16TH STS., CHICAGO.











TRACK ELEVATION AND DEPRESSION, 167H AND CLARK STS., CHICAGO.—Showing progress of work in subways and on retaining walls; southwest view.





TRACK ELEVATION AND DEPRESSION, 16th AND CLARK STS., CHICAGO.—Sub-way for tracks of A., T. & S. F. Ry. Co. and C. & W. I. R. R. Co. in process of construction: view looking cast.



TRACK ELEVATION AND DEPRESSION, 17th AND CLARK STS., CHICAGO.— Tracks of A., T. & S. F. Ry. Co. and C. & W. I. R. R. Co., in subway.





TRACK ELEVATION AND DEPRESSION, 16th AND CLARK STS., CHICAGO-Showing tracks of A., T. & S. F Ry. Co. in sub-way; southwest view.



TRACK ELEVATION AND DEPRESSION, 16TH AND CLARK STS., CHICAGO—Showing tracks of A., T & S. F. Ry. Co and C. & W. I. R. R. Co, in sub-way; southwest triew from elevated tracks of C., R. I. & P. Ry. Co.



TRACK ELEVATION AND DEPRESSION, 167H AND CLARK STS., ('HICAGO,-Showing progress of work in sub-way; view looking northeast,



TRACK ELEVATION AND DEPRESSION, 167H AND CLARK STS., CHICAGO.—Showing work in progress on elevated portion; view looking east.







.. a ..

TABLE 1. CLASSIFICATION OF RAILROADS AND MILEAGE.

In report for ISBS the figures shown were the sum total of both steam and elevated railroads. In this year's report we have classified the elevated and electric roads separately. And for the purposes of comparison have deducted the figures of the elevated lines from last year's totals.

The railroad mileage in this State on June 30, 1899, was as follows:

Main line and branches Second, third, fourth and additional tracks. Yard tracks and sidings and spurs.	10,799.64 1,484.71 4,133.52	
Total		16,417.87

"B."

The following is a comparison with the mileage for the year ending June 30, 1898:

00, 10001				
Year.	Main line owned.		Sidings. etc.	Total.
1898	10, 618.24 10, 799.64	1,407.94 1,481.71		16, 189, 76 16, 417, 87
Total increase and decrease	181.10	76.77	20.06	225 11

TABLE II

The following is a comparison with the railway capital for the year ending June 30, 1898:

Year.	Capital stock.	Funded debt.	Current liabilities.	Total.
1898	81, 220, 467, 125 1, 331, 402, 895		894, 277, 257 111, 554, 833	\$2,719,611,746 3,035,929,990
Total increase	\$110,935,770	\$191,104,898	\$17,277,576	8319, 318, 244

"B"

1899

Capital stock per mile of road. Funded debt per mile of road.	35, 511
Current habilities per mile of road Total per mile of road	

TABLE III. INCOME ACCOUNT-WHOLE LINE.

"A."

The following statistics are gathered from this table and a comparison is made for the year ending June 30, 1898:

	1898.	1899.
Gross carnings from operation. Operating expenses. Total income from operation. Total income from other sources. Expenses assignable to fixed charges. Net income Net income	\$341, 331, 730 223, 518, 544 117, 840, 186 19, 149, 634 136, 989, 820 98, 899, 627 40, 983, 653 2, 893, 460	\$408, 580, 535 267, 912, 007 140, 613, 109 23, 736, 370 164, 349, 479 109, 166, 319 57, 726, 821 2, 543, 661

"B"

The following is a comparison of the dividends paid for the year ending June 30, 1899, with the year ending June 30, 1898:

Dividends paid 1898.

		Stock.	Preferred Stock.
Belt Railway Company of Chicago	872,000		
hieago & Alton	1, 556, 142	7	
hicago & Eastern Illinois	444, 787	210	
Chicago & Western Indiana	300,000	6	
hicago & Northwestern	3, 519, 824	7	<u>-</u>
hicago, Burlington & Quincy	3, 690, 126	2 and 1	,
Chicago, Milwaukee & St. Panl.	4, 635, 709	5ko	
hicago, Rock Island & Pacific.	1, 615, 453	310	,
Peoria & Bureau Valley	135, 000	9-2	
leveland, Ciucinnati, Chicago & St. Louis	400, 731	9	99
llinois Central	2,625,000	5	. 04
t, Louis, Alton & Terre Haute	1,802	214	
ndianapolis, Decatur & Western	27,360	274	
ake Frie & Western	592, 000		9
ake Shore & Michigan Southern		610	30
ake Shore & Michigan Southern	3, 268, 673	6-2	10
aSalle & Bureau County	3,000	6	
lichigan Central	749,520		
Joliet & Northern Indiana	24,000	,	
Iobile & Ohio-	.0.000		
St. Louis & Cairo	43,333	"3 of 1	
ew York, Chicago & St. Louis	100,000	· · · · · · · · · · · · · · · · · · ·	2
ittsburg, Ft. Wayne & Chicago	2,721,270	7	7
eoria & Pekin Union	60,000	6	
ock Island & Peoria	75,000	5	
t, Lonis Bridge	239,400		3 and 6

Dividends paid in 1899.

Company.	1899.	Per cent on Common Stock.	Per cent on Preferred Stock.
Atchison, Topeka & Santa Fé.	81, 141, 657		1
Belt Railway Company of Chicago	72,000	6	
Chicago & Alton	1, 167, 107	514	514
Joliet & Chicago	105,000	7	
Chicago & Eastern Illinois	566, 765	312	6
Chicago & Northwestern	3,523,270	5	7
Chicago & Western Indiana	300,000	6	
'hieago, Burlington & Quiney	5, 238, 371	6	
'hicago & Great Western	454, 896		4
Chicago, Milwaukee & St. Paul	4, 597, 911	5	7
hicago, Rock Island & Pacific.	1,998,710	4	
Peoria & Bureau Valley	120,000	8	
leveland, Cincinuati, Chicago & St. Louis	500,000		5
Elgiu, Joliet & Eastern	240, 000	4	
Ilinois Central.	2,812,500	5	
St. Louis, Alton & Terre Haute	1,802	214	
Indiana, Decatur & Western	27, 360	4-4	
owa Central	85,005		11/2
ake Erie & Western	148, 000		114
ake Shore & Michigan Southern	3, 516, 005		10
aSalle & Bureau County	3,000		10
onisville & Nashville	1,848,000	310	
	749, 52	4	· · · · · · · · · · · · · · · · · · ·
Michigan Central	24,000	8	
Joliet & Northern Indiana	24,000		· · · · · · · · · · · · · · · · · · ·
Mobile & Ohio-	48,750	31 of 1	
St. Louis & Cairo		4 OI I	
Pittsburg, Ft. Wayne & Chicago	2,744,741	7	110
Pittsburg, Cincinnati, Chicago & St. Louis		6	1-2
Peoria & Pekin Uniou	60,000		
Rock Island & Peoria	75,000	5	
st. Louis Bridge	239,400	6	3
St. Louis, Vandalia & Terre Haute.	216, 258		14
E. St. Louis & Carondelet	12,600	3	
Total	832, 977, 876		

Comparison.

	1898.	1899.	Increase.
Dividends paid	826, 900, 130	832, 977. 876	\$6,077,746

TABLE IV. COMPARATIVE SUMMARY-EARNINGS AND INCOME-ILLINOIS.

	1898.	1899.
Passenger department— Passenger revenue. Mails Express and extra baggage.	\$15, 277, 378 2, 466, 090 1, 651, 029	\$18, 067, 180 2, 570, 219 1, 628, 325
Total, including miscellaneous	\$21, 153, 908	823,062,797
Freight department— Freight revenue Miscellaneous.	\$56, 228, 171 180, 397	\$58, 673, 207 201, 126
Total, including miscellaneous. Other earnings from operation	\$56, 405, 568 5, 772, 413	\$58,874,333 7,157,515
Total earnings from operation Income from property owned but not operated	\$83,334,889 6,097,609	\$89, 102, 914 6, 262, 548
Total earnings and income	889, 432, 498	\$95, 365, 462
Increase for year ending June 30, 1899		\$5,932,964

TABLE V. COMPARATIVE EXPENDITURES IN ILLINOIS

	1898.	1899.
Maintenance of way and structures Maintenance of equipment Conducting transportation General expenses.	\$11, 262, 813 9, 206, 442 31, 461, 743 2, 388, 831	811, 735, 571 9, 330, 959 33, 051, 001 2, 615, 437
Total operating expenses	854, 319, 829 26, 139, 279	856,741,938 25,090,693
Total operating expenses and fixed charges	880, 459, 108	\$\$1, 832, 631
Increase for 1899		81, 373, 523

Proportion of operating expenses to operating income is 63.68 per cent.

The following is a summary of the operating expenses in Illinois for the last six years:

94	847, 871, 98
95	48, 191, 55
96	49, 524, 67
97	50, 245, 33
98	55, \$76, 39
99	56, 741, 93

TABLE VI. PASSENGER AND FREIGHT TRAFFIC-ILLINOIS.

Passenger traffic Mindler of passengers carried earning revenue Mindler of passengers carried one nile Average distance carried, nilese nile Average amount received from each passenger, cents Passenger earnings per mile of road	37, 329, 824 893, 186, 189 23, 93 , 483 9 81, 963
Preight traffic— Number of tons of freight carried earning revenue. Number of tons carried one nule Average distance hand of one ton miles Average amount re-crived for each ton of freight, dollars and cents. Freight earn ngs per mile of road tinel, tr. rts.	73, 335, 755 7, 603, 742, 188 103, 68 . 80007 85, 012
Miscellaneous— Miscellaneous earnings per mile of road	\$609
Summary— Gross-carnings from operation per mile of road. Expenses per mile of road.	\$7,584 \$4,830
Net earnings per mile of road (incl. tr. rights)	82, 754

Comparative Summary.

			1898.	1899.
Number	of passengers carried rof passengers carried rof tons of freight car	earning revenue. one mile ried earning revenue.	38, 189, 326 976, 847, 007 75, 493, 330 8, 825, 446, 489	37, 329, 824 893, 186, 189 78, 335, 755 7, 603, 742, 188

The apparent decrease in passenger and freight traffic is accounted for by the failure of such large systems as the Atelison, Topeka & Santa Fe and Chicago Great Western railways and others to report number of passengers or tons of treight moved. The apparent decrease in passenger traffic is also largely accounted for by the fact that the business of the elevated railways are not included here, but shown in separate tables.

TABLE VII. CLASSIFIED FREIGHT TRAFFIC IN ILLINOIS

The data for this table is not complete, as some of the largest systems operating in this State do not furnish the information, in fact do not compile it for their own use, notably the Chicago, Burlington & Quiney, Chicago, Rock Island & Pacific, Atchison, Topeka & Santa Fé and Chicago, Milwaukee & St. Paul railways, and others.

As a statement of the freight traffic in Illinois for the year ending June 30, 1899, it is probably less than 50 per cent of the whole. As a statement of the freight traffic of the individual lines done in this State, it is absolutely correct.

TARLE VIII

The total number of employés in Illinois for the fiscal year, as shown by this table, was 78,249, and their aggregate annual salaries amounted to \$45,449,33.63. This shows that there was an increase in the number of employés in Illinois over the fiscal year 1898 of 1,206, and that there was an increase in the aggregate annual salaries raid of \$803,460.19.

The following table shows the division of employés:

	1898.	1899,
ieneral officers	562	406
Other officers		174
eneral office elerks	3,052	3,314
tation agents	2,401	2,3261
Other station men	9,174	9,469
Inginemen	3,336	3,4271
iremen	3,387	3.3271
onductors	2, 259	2.1801
Other trainmen	4,703	4,602
lachinists	2,572	2,625
arpenters	4,025	4.3011
Other shopmen	8,722	8,4113
ection foremen	2,317	2,266
Other trackmen	13, 894	14,4471
witchmen flagmen and watchmen	6,230	6, 2511
elegraph operators and dispatchers	1.897	1,7241
mployés account floating equipment	142	27
il other employés and laborers	8,361	8,958
Total.	77, 034	78,240

There were employed at the close of the fiscal year 1899 on the entire lines of the companies reporting to the Commission 288,979 persons, whose annual salaries amounted to the sum of \$164,972,143.15.

There were employed at the close of the fiscal year 1899 on the entire lines of the companies reporting to this Commission 54,4H more persons than were employed at the close of the fiscal year 1898, and there was an increase in the annual salaries paid of \$27.768.712.41

Add to the above figures the employés of the elevated and electric lines reporting to this Commission, as shown in Table VIII. For that class of roads, and we have a grand total of 79,639. And add the amount of salaries paid to employés of these lines, and their aggregate annual salaries amount to \$46,335,056.96.

TABLE IX AVERAGE DAILY COMPENSATION OF EMPLOYEES IN THINDIS

The highest and lowest average daily compensation of the different classes of employée as taken from the table is shown in the following:

	Highest Daily Compen- sation.	Lowest Daily Compen- sation
General officers. Uther officers. Uther officers. Station agents. Station agen	12 14 4 79 5 55 1 96 4 84 2 64 4 69 2 77 2 73 2 53 2 55 1 2 56 2 2 53 2 53	\$1.3 .5 .7 .8 .3 .1,9 .9 .1.1 .1.7 .1.2 .1.2 .1.3 .9 .9 .1.1 .1.7 .1.2 .1.2 .1.2 .1.3 .9 .9 .9 .9 .9 .9 .9 .9 .9 .9 .9 .9 .9

TABLE X. DESCRIPTION OF EQUIPMENT-EXTIRE LINE

Class of Equipment.	Number.	Number fitted Number f with train with auto brake.	ma-
Locomotives— Passenger. Freight. Switching. Unclassified.	2,829 5,491 1,962 487		
Totals	10,660	10,249	5,007
Cars— Passenger service Freight service Company service Fast freight line service Unclassified	7,727 330,617 10,394 6,149 23,700	197, 368 30 1, 506 2, 177	7, 567 2, 991 6, 169 6, 060 7, 730
Totals.	378,587	214, 762 33	0.517
Total cars and locomotives owned	389, 247 48, 167		3, 524 6, 054

A comparison of the above figures with the figures shown in last year's report shows an increase in number of locomotives of 1,324; an increase in total cars owned of 57,543; an increase in total cars and locomotives fitted with train brake of 61,664; an increase in total cars and locomotives fitted with automatic coupler of 86,850;

TABLE VI. RAILS TIES BALLAST, BRIDGES, IN ILLINOIS.

Iron rails in Illinois, main line and brasches New Trails in Illinois, man line and brauches. Tons of steel relaid during year. Number of itse relaid during year. Number of stations on road. Length of road unferned, miles.	225, 46 10, 574, 18 81, 520, 52 4, 082, 796 2, 478 1, 962, 53
Ballast Wiles of stone Miles of gravel. Miles of cluders. Miles of burnt cluy Miles of burnt cluy Miles of burnt cluy	1,089,17 5,377,70 1,241,97 46,43 314,20 117,47 123,99 2,488,71
Bridges Number of masonry Number of iron Number of wooden. Number of combination. Aggregate length in feet.	
Trestles— Number. Aggregate length in feet	7, 196 594, 643.3
Overhead highway crossings— Number of iron and masonry. Number of wooden.	145 194
Overhead railway crossings- Number of masonry- Number of iron Number of iron	11 60 12
Number of grade highway crossings. Number of street railway crossings at grade. Number of grade railroad crossings.	13, 151 297 1, 025

TABLE XII. CONSUMPTION OF FUEL.

The data for this table is not complete, as some of the largest systems operating in this State do not furnish the information, in fact do not compile it for their own use as far as this State is concerned, notably the Chiengo, Burlington & Quiney, Chengoo, Rock Island & Pacilie, Atchison, Topeka & Santa Fé, and Chicago, Milwankee & St. Paul Railways, and others. As a statement of the fuel consumed in Illinois for the year ending June 30, 1890, it is probably less than fifty (50) per cent of the whole. As a statement of the fuel consumed by the individual lines reporting it is absolutely correct.

TABLE XIII. ACCIDENTS IN ILLINOIS.

	18	98,	1899,			
	Killed.	Injur'd	Killed.	łujur'd		
Passengers. Employés Others	164	134 1,634 443	199	1,777 482		
Total	643	2,211	692	2,431		

1999

1500

The causes of accidents are shown in the following table:

K	illed. I	njur'd K	illed. I	njnr'd
		-		
Coupling and uncoupling	29	446	29 65	323
Falling from trains and engines	83	197	65	203
Overhead obstructions	2	22	3	19 75
Collisions	15	87	19	
Derailments.	6	67	9	129
Other train accidents	21	55	87	77
At highway crossings.	99	114	92	107
At stations	65	316	75	409
Other causes	320	994	313	1,089

TABLE XIV. TAXES PAID IN ILLINOIS.

This table contains the following information:

Taxes paid in 1897.															 				174,		
Taxes paid in 1808.																			575, 663.		
Taxes paid in 1899.														• •		• • •	-	*,	.000	 109	

STATISTICS OF ELEVATED AND ELECTRIC RAILROADS IN ILLINOIS REPORTING TO THIS COMMISSION.

These statements to be the basis for comparative tables in future reports.

TABLE I CLASSIFICATION OF BAILBOADS AND MILEAGE

The railroad mileage in the State on June 30, 1899, was as follows:

	Steam roads— miles owned.	Elevat- ed and electric roads.	Grand total.
Main lines and branches. Second, third, fourth and additional tracks. Yard tracks, sidings and spurs.	10,799.64 1,454.71 4,133.52	42.89 48.49 5.68	
Totals	16,417.87	97.06	16,514.93

TABLE II. ELEVATED AND ELECTRIC LINES.

Railway capital for the year ending June 30, 1899:

"A.	."			
	Capital stock.	Funded debt.	Current liabilities	Total.
1899	853, 173, 800	821, 656, 800	81,096,252	\$75,926,852

"B." 1899.

Capital stock per mile of road. Funded debt per mile of road. Current liabilities per mile of road.	504.938
Total	81,770,269

CXXII

TABLE III. INCOME ACCOUNT

1990

Total income Expenses assignable to fixed charges. Net income Net deficit Lake Street Elevated R. R. Co			1, 942, 011 1, 106, 724 835, 287 270, 414
"B."			
Company.	Amount.	Per cent on Common Stock.	Per cent on Preferred Stock.
		Stock.	Stock.
South Side elevated R. R. Co	\$103,238	1	
TABLE V. EXPE	NDITURES.		=8 -
Maintenance of way and structures			878, 29 151, 21; 1, 157, 38; 148, 01; 1, 568, 13; 1, 106, 72;
Total operating expenses and fixed charges			\$2,674,855
TABLE VI. PASSENGER AN	ND FREIGHT	TRAFFIC.	
Passenger traffic— Number of passengers carried earning revenue Number of passengers carried one mile 'only o Average distance carried, miles Average amount received from each passenger Passenger earnings per mile of road.	ne road report	ing	60, 961, 400 219, 621, 860 500 0497 870, 573

CXXIII

TABLE VIII

The total number of employés on this class of lines as shown by this table was 1,399, and their aggregate annual salaries amounted to \$886,301.63

	1599.
eneral officers.	
Other officers	
ieneral office clerks	
tation agents.	2
Other station men.	
nginemen and motormen	1
iremen and power honse employés.	1
onductors	1
ther trainmen.	2
lachinists	
arpenters.	
ther shopmen	
ection foremen	
ther trackmen	
witchmen, flagmen and watchmen	
elegraph operators and dispatchers	
mployés account ficating equipment.	
Il other employés and laborers	
ii omet empiojee and isoriete	
Total	1 3
Total	1,0

TABLE IX. AVERAGE DAILY COMPENSATION.

	Highest daily compensation	Lowest daily compensation
General officers. Other officers. Station agents. Other station men. There is a superior of the station men. There is a superior of the superi	5 42 2 29 2 1 50 1 1 60 2 2 05 1 1 66 2 2 59 2 2 63 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$5.5. 9 1.33 2.19 1.77 1.55 2.31 2.30 1.66 2.00 1.83 1.94 2.20 2.20 2.20 2.20 2.20 2.20 2.20 2.2

TABLE X. DESCRIPTION OF EQUIPMENT.

Class of Equipment.	Number.	Number fitted with train.	No. fitted with auto matic coupler.
Motors— Passenger Switching	136 1	136 1	64
Totals	137	137	64
Cars- Passenger service Company service	436 12	422 11	155 8
Totals	448	433	163

CXXIV

TABLE XI. RAILS, TIES, BALLAST, BRIDGES.

Iron rails, main line and branches. Steel rails, Tons of steel re-laid during the year. Number of ties re-laid during year. Number of stations on road:		None 40.89 20, 25,240 121
Ballast— Miles of cinders.		10.50
Bridges Number of iron. Aggregate length in feet.		2. 394
Overhead railway crossings— Number of iron.		1
TABLE XIII. ACCIDENTS.		
	18	99.
	Killed.	Injured.
Passengers. Employés Others	3	
Total	. 8	44
The causes of accidents are shown in the following table:		
	18	99.
	Killed.	Injured.
Coupling and uncoupling		5
Falling from trains		11
Falling from trains Collisions. Other train accidents. At stations. Other causes.		

IABLE XIV. TAXES.

This table contains the following information:

Paxes paid in 18		 \$79,058 6
faxes paid in 185	3	 107,989 8
l'axes paid in 18:	·	 96,902 3



Table I.—Classification of Railroads and

1	2	. 3
NAME OF COMPANY.	DATE OF PILING REPORT. (OPERAT- ING OR PINANCIAL)	DI WHOM OPERATED.
1 A. T. & S. F. Ry. Co., (The) 2 Baltimore & Ohio R. R. Co. 3 Baltimore & Ohio Southwes P. Ry. Co. 4 Bell Ry. Co. of Chicago, (The) 5 Chicago R. R. Co. (The) 6 Chicago R. R. Co., (The) 7 Joliet & Chicago R. R. Co., (The) 8 Chicago R. R. Co., (The) 10 Chicago & Erie R. R. Co. 11 Chicago & Grand Trunk Ry. Co., (The) 11 Chicago & Grand Trunk Ry. Co., (The) 12 Chicago & Grand Trunk Ry. Co., (The) 13 Chicago & H. Southern R. R. Co. 14 Chicago & H. Southern R. R. Co. 15 Chicago & Northwestern Ry. Co. 16 Chicago & Northwestern Ry. Co. 17 Chicago & H. Southern R. R. Co. 18 Chicago Ry. Alton & St. Louis R. R. Co. 19 Chicago & H. Southern R. Co. 20 Hilmois Valley & Northern R. R. Co. 21 Chicago Grand Trunk Ry. Co. 22 Chicago Great Western Ry. Co. 23 Chicago Great Western Ry. Co. 24 Chicago Grand Trunk Ry. Co. 26 Ch. R. St. P. Ry. Co. 27 Chi. Peoria & St. Louis R. R. Co. of H. 28 Chicago Frantian Transfer R. R. Co. 29 Peoria & St. Louis R. R. Co. (The) 21 Chicago Grand Transfer R. R. Co. 20 Peoria & St. Louis R. R. Co. (The) 21 Chicago Grand Ry. Co. 22 Chicago Grand Ry. Co. 23 Chicago Grand Ry. Co. 24 Chi. Havan & Western R. R. Co. 26 Cast St. Louis Connecting Ry. Co. 27 Chi. Peoria Ry. Louis R. R. Co. 28 Chicago Grand & Esseria Ry. Co. 29 Coria Ry. Co. (The) 28 Chicago Grand & Esseria Ry. Co. 29 Coria Ry. Co. (The) 29 Coria Ry. Co. (The) 20 Chicago Grand & Esseria Ry. Co. 20 Chicago Grand & Esseria Ry. Co. 21 Chi. Havan & Western R. R. Co. 21 Chicago Grand & Esseria Ry. Co. 22 Chi. Havan & Western R. R. Co. 23 Chicago Ry. Ry. Ry. Ry. Co. 24 Chi. Havan & Western R. R. Co. 25 Chicago Ry. Ry. Ry. Ry. Co. 26 Chicago Ry. Ry. Ry. Ry. Ry. Co. 27 Chicago Ry.	Sept. 25, 1839 O.&F. Aug. 26, 1839 P. Sept. 5, 1839 O.&F. Dec. 15, 1839 O.&F. Aug. 30, 1839 O.&F. Aug. 30, 1839 O.&F. Dec. 13, 1839 O.&F. Dec. 13, 1839 O.&F. Sept. 13, 1839 O.&F. Sept. 22, 1839 O.&F. Oct. 30, 1839 O.&F. Dec. 2, 1839 O.&F. Dec. 2, 1839 O.&F.	B. T. & S. F. Ry, Co., The) B. & O. B. R. Ry, Co., The) B. & O. S. W. Ry, Co. C. M. S. Ry, Co., Ch. Ry, Co. C. & G. R. R. Co. C. & R. S. R. Co. C. E. R. Co. C. B. & Q. R. R. Co. C. B. & Q. R. R. Co. C. C. C. C. Co. C. C. C. C. C. Co. C. C. C. C. C. Co. C. C
18 Bantoul R. R. Co. 19 South Chienzo R. R. Co. 20 W. L. Alton & Terre Haute R.R. Co. 20 W. L. Alton & Terre Haute R.R. Co. 20 Chienzo & Ohio River R. R. Co. 21 Indiana, Docatur & Western R.Y. Co. 22 Chienzo & Ohio River R. R. Co. 23 Lud. Illinois & Lowa R. R. Co., (11). 24 Lud. Chienzo & Chienzo & Chienzo & Chienzo 25 Lud. Eric & Western R. R. Co. 25 L. S. S. M. S. R.Y. Co. 26 L. R. Co. 27 L. Co. Chienzo 28 L. Co. Chienzo 29 L. L. Consolidated R. R. Co. 29 L. R. Co. 20 L. R. Co. 20 L. C. R. C. C. R. Co. 20 L. C. R. C. R. C. C. R. C. C. 20 L. C. R. C. R. C. R. C. C. R. C. R. C. C. R. C. C. R. C. R. C. C. R. C. R. C. C. R. C. C. R. C. R	Sept. 25, 1899 F. Nov. 18, 1899 O &F. Oct. 19, 1899 O &F. Oct. 19, 1899 O &F. Sept. 2, 1899 O &F. Nov. 3, 1899 O &F.	I. C. R. R. Co. I. T. R. R. Co. I. D. & W. Ry. Co. I. J. & I. R. R. Co. (The) I. C. Ry. Co.
58 L. S. & M. S. Ry. Co. 59 LaSulle & Bureau Co. R. R. Co. 60 L., E. & St. L. Consolidated R. R. Co.	Sept. 1, 1899 O.&F. Sept. 1, 1899 O.&F. O.&F. Nov. 5, 1899 O.&F.	L. S. & M. S. Ry. Co LaS. & B. C. R. R. Co Geo. T. Jarvis, Receiver

RAILROADS.

Mileage for year ending June 30, 1899.

4	5	6	7	8	9	10	11	12	
ATED (I	F LINE OP- N MILES) SIVE OF F RIGHTS.	Length Owned-1	OF LINE N MILES.	Second, third and fourth tracks in	Yardtr'ks, sidings and spurs	New r'ad) during in Illino	ROAD	KAGE	
Whole line	In Illinois	Whole line	In Illinois	Illinois.	and spurs in Illinois.	year sear	Whole line		
4, 650.43 2, 601.21 (1) 920.71 21.31 96.50 843.54 625.18 249.57 330.40	21.31 96.50	96,50	96.50		27.14 11.90		3.00	3.00	1 2 3 4 5 6 7 8 9 10 11 12 13
814.50	589.13 392.94 255.78 42 533.97 4 20.33 3 1.402.83 1.402.83 5 31.43 5 31.43 6 31.43 6 31.43 6 31.43 7 31.43 8 3	96.49	22.67 (2) 125.13 (2) 317.58	13.71 1.70 200.35	103.71	3.07	31.36 315.04 (3)42.77	25.59 254.37 (4)21.43	24 25 26
79.33 1,507.34 42.08 341.38 3.56 1.13 194.37 61.08 13.56 3,678.74	9 122.84 3.50 5 1.15 7 161.38 6 61.00 1 13.50 1 1,615.38	86.45 5.33 1.683.95 42.05 341.33 3.55 1.18 194.37 61.00 13.55 705.56 3.99 131.62	166.65 189.52 46.77 72.65 53.67 478.38 42.08 122.89 1.15 161.38 61.00 705.50 3.99 111.47	196, 75 27,90 4,00 1,45 3,50 188,56	30.56 78.15 2.44 50 362.09 1.90 13.84 39.25	1.35	8.52 86.28 9.02 .06 16.35 .25 107.56	3.81 3.40 9.02 06 6.85 107.50	30 31 32 33 34 35 36 37 38 39 40 41 42 43 44
	5 1.25 75,76 5 77.75 8 69.61 9 112.30 1 118.60 1 14.02 5 6.33	78.76 131.22 2.85 74.45 4.77 239.06 1.22 152.07 177.77 151.78 502.99 112.66 862.18	2.87 66.21 4.76 239.04 1.25 75.76 77.75 69.61 88.66 112:36 118.66 14 05 6.33	1.76	.85 6.27 3.09 54 11 6.55 11.22 7.23 23.00 23.55 13.99 22.76	9 6 2 7 7 7 9 9 0 3 3 3 5 5	.45 8.25 37.60 3.56 3.96 7.77	8.25 9 37.60 9 3.59	47 48 49 50 51 52 53 54 55 56 57 58

NAME OF COMPANY

DATE OF FILING REPORT. (OPERAT-

BY WHOM OPERATED

3

	-		0.0	
61 Louisville & Nashville R. R. Co	Dec.	1, 1899	0.84	L & N. R. R. Co
62 Michigan Central R. R. Co. 63 Johet & Northern Ind. R. R. Co. 63 Terminal R. R. Co. 65 M. & O. R. R. Co., (The)	Sept.	. 14, 1899	U.&F.	M. C. R. R. Co
63 Johet & Northern Ind. R. R. Co	Dec.	1, 1899	F.	
64 Terminal K. R. Co			200	417777777777777777777777777777777777777
65 M. & O. R. R. Co., The	. Dec.	22,1839	O.&F.	M. & O. R. R. Co., (The)
66 St. Louis & Cairo R. R. Co	Nov.	27, 1899	. F.	li
67 N. Y., Chi. & St L. R. R. Co., (The)	. Sept.	9,1899	O.&F.	N.Y., C.&St.L.R.R.Co., (The)
69 Omaha, K. C & Eastern R. R Co	.Yor.	22,1899	O.& F.	O., K. C. & E. R. R. Co
70 Pawnee R. R. Co	. Aug.	22, 1899	0 &F.	P. R. R. Co
71 Pennsylvania Co	. Dec.	22,1839	0.&F.	Penn. Co
72 Calumet River Ry. Co		2, 1899	F.	P.C.C. & St.L.Ry.Co., (The)
73 Pitts., Ft. W. & Chicago Ry. Co	. Dec.	21, 1899	F.	
71 South Chicago & Southern R. R. Co		2,1899	. F.	
75 Pitts., Cin., Chi. & St. L. Ry. Co., (The		22,1899	0.&F	P.C.,C. & St.L.Py.Co.,(The)
76 Englewood Connecting Ry. Co	. Oct.	2,1899	F.	**
77 Peoria and Pekin Union Ry Co	. Oet.			
75 Peoria, Decatur & Evansville Ry. Co.	. Sept.	2,1899	0.&F.	E. O Hopkins, Receiver
 Chicago & Ohio River R. R. Co. (1). 				E. O. Hopkius, Receiver
80 Quincy, Carrollton & St. L. Ry		3, 1599	0.&F.	Q. C. & St. L. Ry
81 Rock Island & Peoria Ry. Co	 Sept. 	2,1899	0.&F	R. I. & P. Ry. Co
82 St. Clair, Madison & S. L. Belt R.R. Co	. Dec.	4, 1899	0.&F.	John F. Barnard, Rec. iver
81 St. L. Belleville & Southern Ry. Co	 Sept. 	25, 1899	0.&F	18t. L., B. & S. Ry. Co
84 St. L., Chi & St. P. Ry, Co. of H1	Oct.	16, 1899	0 &F.	Wm. H, Male, Receiver
85 St. L., Ind'p'lis & Eastern R. R. Co	Oct.	12, 1809	0.&F.	St. L., I. & E. R. R. Co
% St. L. Merch'ts' Bridge Term. Ry. Co.	. Sept.	18, 1899	O.&F.	St. L. M. B. Ry. Co
87 St. Louis Merchants' Bridge Co 88 St. Louis, Peoria & Northern Ry. Co				
88 St. Louis, Peoria & Northern Ry. Co	. Dec.	21.1899	0 &F.	St L. P. & N. Ry. Co
89 Term, Railroad Ass'n of St. L 90 St. Louis Bridge Co.	 Sept. 	5, 1599	0.&F.	T. R. R. A. of St. L
90 St. Louis Bridge Co	105.	25, 1599	F	**
91 Terre Haute & Indianapolis R. R. Co.	Dec.	30, 1899	0.&F.	T. H. & I. R. R. Co
92 East St. L & Carondelet Ry, Co	Oct.	2.1899	F.	T. H. & I. R. R. Co
93 St. L., Vandalia & T. H. R. R. Co	Oct.	2, 1899	F.	T. H. & I. R. R. Co
91 Terre Haute & Indianapolis R. R. Co. 92 East St. L. & Carondelet Ry. Co. 93 St. L., Vandaba & T. H. R. R. Co. 94 Ferre Haute & Peoria R. R. Co.	. Sept.	29,1809	F.	**
96 Toledo, St. L. & K. C. R. R. Co	Oct.	9,1800	0.&F	Sam'l Hunt, Receiver
57 Tolnea & Eastern R. R. Co	Sept.	25, 18/9	O.&F.	T. & E. R. R. Co
98 Wabash R. R. Co., 'The)	Selif	16, 1899	O.&F.	W. R. R. Co , (The)
39 Walch, Chester & West, R R Co., (The	F Sept.	9, 1830	O.&F.	W. C. & W. R. R Co
100 Waukegan & Miss. Valley Ry Co	Dec.	2 1889	0.&F.	W. & M. V. Ry. Co
101 Wisconsin Central Co.	Sunt	11 1590	OAF	Henry F. Whitcomb, How-
for a recognitive entrate Co.	-ept.	11,1300	·	ard Morris, Receivers
55 Tolmen & Eastern R. R. Co. 58 Webash R. R. Co., 'The) 59 Wulc'h, Chester & West, R. R. Co., (The) 100 Wankegan & Miss. Valley Ry Co. 101 Wisconsin Central Co. 102 Chicago & Wisconsin R. R. Co.			F.	
Totals				
Less mileage of C.&O. R.R. dupited.				

Dec.	22, 1899	0.&F.	M. & O. R. R. Co., (The)
Nov.	27, 1899	F	
Sept.	9,1899	O.&F.	N.Y.,C.&St.L.R.R.Co.,(The)
Sept.	6.1899	F.	
Nov.	22,1899	0.&F.	O., K. C. & E. R. R. Co
Aug.	22, 1899	0 &F.	P. R. R. Co
Dec.	22,1839	0.&F.	O., K. C. & E. R. R. Co P. R. R. Co Penn. Co
Oct.			
Dec.	21, 1899	F	
Oct.	2,1890	. F.	P.C.,C. & St.L.Py.Co.,(The)
Dec.	22, 1899	0.&F	P.C.,C. & St.L.Py.Co.,(The)
Oct.			
Oct.			P. & P. U. Ry. Co
Sept.	2,1899	0.&F.	E. O Hopkins, Receiver
Sept.	2.1599	0.&F.	E. O. Hopkius, Receiver
Nov.	3, 1599	0.&F.	Q . C. & St. L. Ry
Sept.	2,1899	0.&F	R. I. & P. Ry. Co
Dec.	4,1899	0.&F.	John F. Barnard, Rec. iver
Sept.	25, 1899	0.&F	John F. Barnard, Rec. iver St. L. B. & S. Ry. Co Wm. H. Male, Receiver St. L., L. & E. R. R. Co
Oct.	16, 1899	0 &E.	Wm. H, Male, Receiver
Oct.	12, 1809	O.&F.	St. L., I. & E. R. R. Co
Sept.	18, 1899	O.&F.	St. L. M. D. By. Co
		0.00	S. T. S. T. S. B. B.
Dec.	21, 1899	O &F.	St L. P. & N. Ry. Co
Sept.	8, 1899	735.0	T. R. R. A. of St. L
707.	25, 1599	0.5	m H + I D D O:
Dec.	30, 1899	U.&F.	T. H. & J. R. R. Co
Oct.	2.1899	1.	T. H. & I. R. R. Co T. H. & I. R. R. Co
Oct.	2, 1899	r.	I. H. & I. K. K. Co
Sept.	29, 1869	0.00	T., P. & W. Ry. Co
Oct.	13, 1500	0.88	Sam'l Hunt, Receiver
Sept.	3,100	OLE	T. & E. R. R. Co
Sept.	23, 1599	O.er.	W. R. R. Co. (The)
	16, 1800	OWE	W. K. K. Co , (The)
Dec.			W. C. & W. R. R. Co
Dec.	and these	0.64	. M . & M. V. IIV. (0
Sept.	11, 1599	O.&F.	Henry F. Whitcomb, How- ard Morris, Receivers
1		F	

B. & O. R. R. Co .- (1) Includes 962,91 miles of proprietary lines. (2) Proprietary lines. D. A. C. A. A. C. — 11 measures Wealth miles of proprietary lines.

B. A. C. N. W. R.; C. — 11 healized S.24 miles of one-half interest in 6.4 miles of joint track not represented by capital stock.

L17 miles is owned jointly with the Hilmois Central R. R. C. a. Miles 33 miles is owned jointly with the Hilmois Z.41 miles of joint track. Of the mileage operated and owned only 10.4 miles of which 1.86 miles is in Hilmois, may be considered as main line.

Concluded

4	5	6	7	8	9	10	11	12
LENGTH OF ATED (IN EXCLUS TRACKAG		Length Owned-		Second, third and fourth tracks in	Yardtr'ks, sidings and spurs	New r'ad during in Illin	MILI ROAD UN TRAC	USED DER KAGE
Whole line	In Illinois	Whole:line	e In Illinois.	and spurs in Illinois.	year ois	Whole line		
3, 125.62 1, 643.53			6.07	6.07	38.73 49.30 19.12		22 32 14.00	14.00
687.60 522.48	160.60	160,60	160.60		48.48	5.27	10.50	
168,00 9.00	9.00	9,96 33,97	9,96	1.37	21.30		3.00	2.41
484.57		4.43 469.89 10.25		31.28				
1,343 17 18.14 (1) 237.65	30.34 18.14 (1) 199.99	2.35 18.14	27.99 2.35 18.14 (1) 199.99	31.28 18.95 8.80	60.22 1.07 49.29 31.48	2.80	.84 (2)15.62	.81
76.89 51.50 118.00 2.80	76.89 51.50 118.00	76.89 51.50 118.00	51.50 118.00		3.65		6.30	6.30
13.00 110.50 90.00	13.00 110.50 56.00	13.00 110.50 90.00	13 00		1.68 22.19 3.10		.50	,50
13.79 141.40 3.51	141.40	141.40		67				
308.64		1.22			26 30 13.63 4.65 59.74			
230.70 450.72	220.70	(1) 158.30 (1) 141.36 230.70 450.72	(1) 141.36 230.70		18.91 35.88		(2)32.27	
4 90 1,874.90 64.83	4.90 677.40 64.83	1,594.00 64.83	659.60		1.11	.61	1.43 446.20	53 60
3.00 396.03			58.25	3.05	.10	6.88	26,31	7.84
53,439.44 76.89	10,903 03 76.89	45,019,67	10,876,53		4, 140, 87	71.25	2,157.14 8.40	928.78 8.40
53, 362.55	10,826.14	44,942.78	10,799,64	1,484.71	4,133.52	71.25	2,148.74	920.38

C. L. S. & E. Ry. Co.—(1) Includes 6x.73 miles of proprietary lines. (2) Includes 5x.10 miles of proprietary lines. (2) Includes 5x.10 miles of proprietary lines. (2) Includes 5x.10 miles of proprietary lines. (3) Includes 5x.10 miles of proprietary lines. (4) Includes 5x.10 miles of joint track. (3) Includes 5x.20 miles of joint track. (4) Includes 5x.20 miles of joint track. (4) Includes 5x.20 miles of joint track. (4) Includes 5x.20 miles of joint track with T. H. & P. R. Co., on the preparated in 7x.20 miles of joint track. (2) Includes 7x.20 miles of joint track. (3) Includes 7x.20 miles of joint track. (4) Includes 7x.20 miles of joint track. (5) Includes 7x.20 miles of joint track. (5) Includes 7x.20 miles of joint track. (5) Includes 7x.20 miles of joint track. (6) Includes 7x.20 miles of joint jo

STEAM

Table II—Railway Capital at the close

	1	2	3	4	
	STOCE	is.	Funded		
NAME OF COMPANY.	Amount outstanding	Amount per mile of line.	Amount outstanding	Amount per mile of line.	
1 Atchison, Topeka & Santa Fé Ry. Co. (The) 2 Baltimore & Ohio R. R. Co. 3 Baltimore & Ohio Southwestern Ry. Co	\$236, 198, 400 74, 227, 767 30, 000, 000	\$32,756 36,962 32,699	8184, 513, 710 135, 041, 644 51, 877, 550	\$25,606 67,246 56,544	
4 Belt Railway Company of Chicago (The) 5 Centralia & Chester R. R. Co. 6 Chicago & Alton R. R. Co. (The) 7 Johet & Chicago R. R. Co. (The) 8 Chicago & Eastern Illinois R. R. Co.	1,200,000 978,000 22,230,600 1,500,000	10, 135 34, 492 40, 323	948, 000 8, 961, 850	9,824 13,905	
9 Evansville, Terré Haute & Chi. Ky. Co 10 Chicago & Erie R. R. Co	16, 648, 900 581, 950 100, 000	29,520 11,979 401	21, 053, 859 1, 250, 000 22, 300, 000	37, 331 25, 731 89, 354	
11 Chicago & Grand Trunk Ry. Co. (The) 12 Grand Trunk Junction Ry. Co. 13 Chicago & Illinois Southern R. R. Co. 14 Chicago & Northwestern Ry. Co.	6,600,000 500,000 500 66,427,321	20, 214 128, 205 1, 190 13, 241	12,000,000 3,872,000 134,615,000	36, 754 992, 821 26, 838	
15 Chicago & Western Indiana R. R. Co 16 Chicago, Burlington & Quincy R. R. Co 17 Chicago & Iowa R. R. Co 18 Chicago, Burlington & Northern R. R. Co.	5,000,000 93,725,400 1,428,000 3,000,000	102, 923 18, 044 14, 008 31, 655	10, 651, 667 126, 437, 700 2, 000, 000 3, 895, 000	219, 260 24, 341 19, 620 41, 113	
19 Galesburg & Rio R. R. Co. 20 Illinois Valley & Northern R. R. Co. 21 Quincy, Alton & St. Louis R. R. Co.	240,000 1,500,000 970,100	19,643 25,527 20,925	243, 800 1, 163, 200 840, 000	19, 954 19, 796 18, 119	
23 Chicago Great Western Ry. Co	3, 000, 000 52, 748, 388 2, 200, 000 650, 000	10,516 62,435 83,270 3,907	2,500,000 4,248,351 2,098,458 3,230,000	8, 763 5, 029 79, 427 19, 416	
25 Chicago, Lake Shore & Eastern Ry. Co 26 Chicago, Miwankee & St. Paul Ry. Co. 27 Chicago, Peoria & St. Louis R. R. Co. of III. 28 Chicago, Rock Island & Pacific Ry. Co.	\$2,519,000 5,000,000 50,000,000 1,500,000	13, 422 29, 998 17, 073 32, 120	3, 230, 000 136, 226, 500 6, 962, 796 66, 081, 000	22, 158 41, 773 22, 564	
29 Peoria & Bureau Valley R. R. Co. 30 Chicago Terminal Transfer R. R. Co. 31 Chicago Union Transfer Ry. Co. 22 Cleve, Cin., Chicago & St. L. Ry. Co. (The)	30, 000, 000 2, 000, 000 38, 416, 532	347, 142 373, 832 22, 813	14, 044, 000 56, 176, 730	162,509 33,359	
33 Kankakee & Seneva Ry. Co 34 Peoria & Eastern Ry. Co. (The) 35 DePue, Ladd & Eastern R. R. Co 36 East St. Louis Connecting Ry. Co	10,000 10,000,000 30,000 20,000	238 29, 272 8, 571 17, 391	650,000 14,000,000	15, 447 41, 009	
37 Elgin, Joliet & Eastern Ry. Co	6,000,000 630,725 250,000	30, 869 10, 340 18, 500	7,417,000 484,000	38, 159 7, 931	
40 Illinois Central R. R. Co. 41 Blue Island R. R. Co. 42 Chicago, Havana & Western R. R. Co 43, Chicago, Madison & Northern R. R. Co	52,500,000 25,000 25,000 50,000	35, 561 6, 313 190 216	107, 262, 925 100, 000 2, 500, 000	72, 654 25, 253 10, 808	
44 Chicago & Springfield R. R. Co	25,000 2,500,000 330,000	224 31, 766 2, 971	1,300,000	16,519	
47 Mound City Ry, Co. 48 Rantoul Z. R. Co. 49 South Chleage R. R. Co. 50 St Louis, Alton & Perre Haute R. R. Co.	25, 000 25, 000 20, 000 80, 100	8,711 336 4,202 335	200,000 3,381,000	42,017 14,144	

RAILROADS.

of the year ending June 30, 1899

5	6	7	s	9	10	11	
Debt.			OTHER FO INDEBTED		SUMMA		
1	Designation.		Amount		Total	Amount	
Bonds.	Miscellaneous obligations.	Income bonds.	Amount outstanding	mile of line.	railway capital.	mile of line.	
\$131,980,710	8750,000	\$51,783,000	\$2,557,165	8568	\$423, 269, 275	\$58,930	
134, 233, 350 33, 097, 550	811,294 30,000	18,750,000	11, 548, 611 5, 194, 452	5,751 5,662	220, 821, 022 87, 072, 002	109, 959 94, 905	
			110,857	5,578	1, 310, 857 2, 464, 326	25,537	- 5
948,000 6,464,850	2,497,000		538, 326 1, 024, 322	1,589	32, 216, 772	49,986	- 7
0,404,000	359, 859		1,024,022		1,500,000	40,323	
20,694,000	359,859		898, 872	1,594	38, 601, 631	68,445	
1,250,000	300,000		51,060		1,833,010	38,761	1
12,000,000	300,000	10,000,000	285,958 5,512,542		22, 635, 953 24, 112, 542	90,700 73,852	1
12,000,000			228,724	58,647	4,600,724	1, 179, 673	
3,512,000			220, 124	30,021	500	1,190	1
102, 247, 000	31, 898, 000 32, 652, 700	500,000	5,070,872	1,011	206, 143, 193	41,690	1
10,651,667			145,689	2,999	15, 797, 356	325, 182	1
93, 785, 000	32,652,700		4, 163, 712	802	224, 326, 812	43, 187	1
2,000,000					3,428,000 6,895,000	23, 628 72, 778	1
3,890,000 243,800					483, 800	39,597	1
1 163 200					2,663,200	45, 323	2
840,000					1,810,100	39,041	2
2,500,000	4,248,351				5,560,000	19,279	2 2
	4,248,351		1,317,691	1,560	58,314,430	69,023 177,548	2
2,000,000					4, 690, S21 4, 965, S67	29,850	2
135 874 500		352,000	5, 933, 482	965	224, 678, 982	36,545	2
4,544,000	300, 796	2, 118, 000	993,003	5,958	12, 955, 799 117, 500, 094	77,729	2
64,716,000	1,365,000		1,419,091	485	117,500,094	40, 122	2
	300, 796 1, 365, 000				1,500,000	32, 120	2 2 3
13, 391, 000	650,000		415,407	5,501	44,519,407 2,000,000	515, 151 373, 832	3
				2,953	99, 566, 824	59, 125	3
650,000			663,000	15,756	1,323,000	31,411	- 3
10,000,000		4,000,000	470,809	1,379	24, 470, 809	71,680	3
			35K, 915		30,000 378,915	8,571 329,491	3
7 417 000				312, 100 3, 973	14, 189, 220	73, 001	3
				9,943	1, 721, 222	28, 217	3
4044000			8,000	593	258,000	19,093	3
56, 374, 925	50,888,000		7,309,617	4,951	167,072,572	113, 166	4
100,000			53,657	13,550	178,657	45, 116	4
	50,888,000		659,302 3,721,939	5,009 16,105	681,302 6,274,939	5, 199 27, 129	43
	2,500,000		72, 110	656	98, 110	850	4
1. 300. 000	2,500,000		634, 491	8,062	4 431, 494	55, 317	1
			81,300		471,300	3,590	4
					25,000	8,711	4
			267,572 177,618	3,595 37,314	292,572 397,618	3,931 83,533	45
	2,000,000	32,000		37,314 762	3,613,289		51

Table II—

	1	2	3	4
	Stoci	īs.		FUNDEI
NAME OF COMPANY.	1	Amount		Amount
	Amount outstanding	mile of line.	Amount outstanding	mile of line.
51 Illinois Terminal R. R. Co.	25,000	20,000		
51 Illinois Terminal R. R. Co	1,824,000			
54 Indiana, Illinois & Iowa R. R. Co. (The)	3,697,800	24,363		16, 47
55 Iowa Central Rv. Co	. 14, 159, 180	28, 155	6,650,095	13, 22
56 Jacksonville & St. Louis Ry. Co	1,500,000	13, 357	2, 300, 000	
57 Lake Erie & Western R. R. Co	23,640,000	33, 323 57, 995	10, 875, 000 48, 489, 000	
59 LaSalle & Bureau County R. R. Co	50,000,000		20, 207, 000	14,02
60 Louisville, Evansv. & St. L. Cons. R. R. Co	1,247,909	11,642	10, 781, 570	
61 Louisville & Nashville R. R. Co	54,911,520	18,611	85, 358, 660	28.93
62 Michigan Central R. R. Co	300,000			
84 Terminal R. R. Co	7,680,000	14,573	20,000,800	37.9
66 St. Louis & Cairo R. R. Co.	6,500,000	40, 473		
67 New York, Chicago & St. L. R. R. Co. (The	30,000,000		19, 425, 000	38, 4
68 Chicago & State Line R. R. Co	1,500,000	150,602		
39 Omaha, Kansas City & Eastern R. R. Co	1,428,0:0	42,037	1,832,414	
70 Pawnee R. R. Co	. 50,000	5,556	36,000	4,0
Pennsylvania Co 72 Calumet River Ry. Co 73 Pittsburg, Ft. Wayne & Chicago Ry. Co	68,700	15,508		
73 Pittsburg, Ft. Wayne & Chicago Ry. Co.	39, 210, 586	83, 446		26,4
74 South Chicago & Southern R. R. Co	. 161,700	15,775		
75 Pittsb., Cin., Chi & St. L. Ry. Co. (The) 76 Englewood Connecting Ry Co	47,864,251 99,200	43,900 42,212	48, 450, 640	44, 4
77 Peoria and Pekin Union Ry. Co.	1,000,000	55, 127	2,994,000	165,0
8 Peoria, Decatur & Evansville Ry. Co	8,400,000	35,914	4,847,844	20.7
[79] Chicago & Ohio River R. R. Co	581,875	7,568	876, 856	
O Quincy, Carrollton & St. Louis Ry	. 500,000	9,709		
Rock Island & Peoria Ry. Co	1,500,000		600,000	
2 St. Clair, Madison & St. Louis Belt R. R. Co 3 St. Louis, Belleville & Southern Ry. Co	338,000			
14 St. Louis, Chicago & St. Paul Ry. Co. of Ill	1,500,000		3, 022, 382	27, 4
5 St. Louis, Indianapolis & Eastern R R. Co	740,900	8,232	978,000	10.8
6 St. Louis Merchants' Bridge Term. Ry. Co	2,939,500	395, 694	3,500,000	470,4
87 St. Louis Merchants' Bridge Co 88 St. Louis, Peoria & Northern Ry. Co	5,000,000	35,361	3,142,000	22, 2
9 Terminal Railroad Association of St. Louis	1,441,200		11,500,000	
30 St. Louis Bridge Co	7, 990, 000	6,549,180		
90 St. Louis Bridge Co 91 Terre Haute & Iudianapolis R. R. Co				
2 East St. Louis & Carondelet Ry, Co	420,000			
St. Louis, Vandalia & Terre H'te R. R. Co	3,924,059	24, 789	4,496,000	28.4
Hante & Peoria R. R. Co	3,764,200 4,076,900	27,356 17,672		
6 Toledo, St. Louis & Kansas City R. R. Co.			5,470,699 10,000,000	22,1
77 Toluca & Eastern R. R. Co.	50,000	10,204	90,918	
		32,622	83,073,000	
99 Wabash, Chester & Western R. R. Co. (The	1,250,000			

Continued.

5	6	7	8	9	10	11	
ЭЕВТ.			OTHER FO. INDEBTER		SUMMARY.		
1	DESIGNATION.		Amount	Amount	Total rail-	Amount	
Bonds.	Miscellaneous obligations.			mile of line.	way eapital.	mile of line.	
			19,659		44,659	35, 72	
1,824,000			143, 402 46, 143	983 593	3, 797, 402 979, 143	24,979 12,590	
2 500 000			225, 107	1,483	6, 422, 907	42, 31	
6 650 095			528 292	1,050	21, 337, 558	42, 428	
650, 940		1,650,000	34,996	312	3,834,996	34, 15	
10,875,600			595, 244	838	35, 150, 244	49,46	
				4,689	102,531,695	106,713	
	198, 220 18, 246, 000				50,000	7,87	
10,583,350	198, 220		3,733,937 5,456,581	10, 233 1, 849	18, 763, 416 145, 726, 761	51,423 49,390	
10,000,000	15, 246, 000		1,869,216		30, 607, 216	113, 330	
				78	1,100,360	21, 525	
	766,000						
17,541,600	766,000	1,693,200	1, 114, 215	2, 114	28, 795, 015	54,639	
4,000,600			80,798	503	10,5%,7%	65,883	
19,425,000			708, 327	1,404	50, 133, 327	99, 338	
610,000	404 444		394,620		1,500,000 3,655,034	150,600 107,596	
36,000	404,414	612,000	15, 110	11,617 1,679	101, 110	11, 23	
						21,200	
			117, 260	26,470	185,960	41,978	
12,410,600			1,654,750	3,522	53, 275, 336	113, 375	
			216, 181	21,091	377,881	36,86	
48, 420, 000	30,640		2,683,593		98, 993, 474	90,798	
9 994 999			18, 976 145, 443	8,018	118, 176 4, 139, 443	50,287 225,196	
4 845 800	2 844		2,418,142	10, 339	15,665,996	66,980	
253, 356	2,844	623,500	38, 443		1, 497, 174	19,47	
			16, 450	319	516,450	10,028	
600,000			78,972	669	2, 178, 972	18,466	
600,000					1,500,000	535, 713	
1 950 000	597 509	1 925 000	257, 230 604, 323	19,787 5,469	1, 155, 230 5, 126, 705	88,86 46,39	
979 000	537, 382	1, 235, 000	144, 124	1,601	1,863,024	20,70	
3, 500, 000			1,684,705		8, 124, 205	1,091,96	
3, 142, 000			183, 182	1, 295	8, 325, 182	58,87	
11,500,000			919,853	681,373	13,861,053		
5,000,000					12,990,000	10 647,54	
• • • • • • • • • • • • • • • • • • • •			130,600	10,204	550, 600	43.17	
4 496 000			130,000	10, 204	8, 420, 058	53, 19	
2, 230, 000			344,781	2,506	6,338,981	46,06	
4,895,000	575,968 1,000,000		156,486	678	9,701,351	42,06	
9,000,000	1,000,000		4,510,661	10,008	31, 565, 661	70,03	
90,000	918		146	91	141,364	28,85	
83,073,000			3,427,601	2,150	138, 500, 604	81,200	
690,000			116, 781	1,802	2,056,781	31, 72	

	1	2	3	1
	STCC	KS.		FUNDER
Name of Company.	Amount outstanding	Amount per mile of line.	Amount outstanding	Amount per mile of line.
100 Waukegan & Mississippi Valley Ry. Co 101 Wisconsin Central Company 102 Chicago & Wisconsin R R. Co.	60,000 3,600,308 1,500,000	13,591	14,510,231 1,500,000	51,71
Total. Less capitalization of Chicago & Ohio River R. R. Co., duplicated.			\$1,596,849,118 \$76,856	
Present railway capital	81, 331, 402, 895	\$29,624	81, 595, 972, 262	835, 51

A., T. & S. F. Ry. Co.—The capital stock and funded debt includes the issues for requisi-tion by purchase and exchange of the stock and bonds of other roads forming part of the tion by pirenase and exchange of the stock and bonds of other roads forming part of the system for which separate reports are made; and includes also \$55,000.00 income bonds and \$2,712,600.00 preferred stock outstanding of the Southern California Ry, Co. The stock, I funded d-bit and "other forms of inclutedness" are based on 7,200.8 miles, 7,205. So filles the 4 502 91 miles respectively

B. & O. R. R. Co.-Amount per mile of railway capital based on 2,008.21 miles, which includes proprietary and leased lines.

B. & O. S.-W. Ry. Co.-Railway capital per mile of line based on 917.47 miles.

Belt Ry. Co. of Chicago-This company operates only leased line and having no line of its own, the amount per mile of railway capital is not shown.

C. & N. W. Ry. Co.-Railway capital per mile of line based on 5,016.87 miles, which includes the mileage of proprietary lines.

C. L. S. & E. Ry. Co.—Railway capital per mile of line based on 166.36 miles, which includes mileage of leased roads

Illinois Central R. R. Co.—Amount per mile of railway capital is based on 1,478.34 miles comprising 705.50 miles of the L. C. R. Co. and 770.51 miles of proprietary lines, and therefore the total amount per mile of railway capital of the proprietary lines, as above referred to, should be increased by adding S13,465. The proprietary lines which onto make up 70.8 miles are as follows: C. & S. R. R. Co. K. & S. W. R. Co. C. H. & W. R. R. Co. Rantoul R. R. Co., C. M. & N. R. R. Co. and Mound City R. R. Co. This mileage also includes that of the C. A. & N. R. R. comprising N.8 miles but none of this road lies within the State of Illinois and therefore does not appear in the statistical tables.

L. S. & M. S. Ry. Co.—Amount per mile of capital stock and "other forms of indebted-includes 23.13 miles. Amount per mile of funded debt based on 1,011.32 miles, which includes 23.133 miles of proprietary lines and 7 SI miles of leased track.

L. & N. R. R. Co.—Amount per mile of mileage capital based on 2,950.48 miles.

M. C. R. R. Co -In addition to the funded debt amounting to \$10,000,000,00 this road has outstanding bonds to the amount of \$3,100,000.00 issued on account of proprietary and leased lines covering 4,036.61 miles.

P., D. & E. Ry. Co—Amount per mile of railway capital is based on 233.89 miles.

Pennsylvania Company-This company failed to show its railway capital and in other ways their report is very incomplete.

T. H. & I. R. R. Co.-This company failed to show its railway capital and in other ways their report is very incomplete.

Wabash R. R. Co.-Amount per mile of funded debt based on 1,789.2 miles, which includes 101.2 miles of leased lines and 94 miles of the Des Moines Division now in course of construction.

W. & M. V. Ry. Co.-This company operates only leased property and having no line of its own the amount per mile of railway capital is not shown.

W. C. Co.—In addition to capital stock, funded debt and "other forms of indebtedness"; here shown, there is outstanding in securities of the W. C. Co. 819, 974, 016, 67 in capital stock and 89, 357, 502.84 in bonds that were issued for purpose of acquiring by purchase or otherwise, sundry roads that made up the Wisconsin Central Lines.

Concluded.

5	6	7	8	. 9	10	11	
Dевт.			Отнек Fo Інфевте		SUMMA	KY.	_
	DESIGNATION.			Amount	Total	Amount	
Bonds.	Miscellaneous obligations.	Income bonds.	Amount outstanding	mile of line.	ratiway capital.	mile of line.	
9, 295, 664 1, 100, 000	3,896,567	1,318,000 400,000			20, 904, 150		100 101 102
\$1,314,774.007	8157, 008, 411	\$95,065,701	8111,538,276		\$3,010,427,161		
253, 356		623, 500	38, 413		1,497,171		
\$1,314,520,651	8157, 008, 411	891, 443, 200	8111, 554, 533	82,452	\$3,038,923,990	867, 617	

Table III.—Income Account—Whole Line—for year ending June 30, 1899.

			-01224	100	- ab =		245		222					
6	Total income, Cols, 4+5. 812, 617, 611 7, 476, 889 1, 860, 478			5 85 5 4 8 8 5 6 5 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	25.00.832	680, 105 972, 798 193, 600	16,072,117	15, 453, 944	16,764	2000	1,535,163	1, 299, 319	8, 230, 716	756, 596
œ	CNED.	Total in- come from property described. Cols. 5+6+7.	82, 913, 896 855, 290 2, 750			104, 741	1,377,559		234, 756			-	707,801	
į.	NCOME FROM PROPERTY OWNED,	Miscellane- rus, includ- ing rents.	82, 788, 229 543, 358	12,000	18.5% 18.5%	193, 600 193, 600	127,870	355,727	234, 756	23,000	9.966	85,480	285,473	29,380
9	OME FROM I	Bonds, long.	\$49,216 111,362 5.0	220,050	14,040	4,770		:				29, 196	113,590	
ю	INC	Slock.	851, 451 195, 570 2, 250	5,516	97,642	74, 400	1,219,689	722, 813			13,403	2, 733	308,748	
4		Operating from opera- expenses. Col 2-Col.3		2, 724, 637	2, 169, 569	605, 341 868, 667	14,694.558	13, 443,001					7,522,915	667, 197
20		Operating expenses.	\$17, 100, 617 21, 783, 323 5, 015, 517 442, 143	113, 529 4, 021, G18	2, 492, 610	2, 432, 763	24,360,395	19, 700, 528					702, 796	451,606
01		cross cara- ings from operation.	826, 814, 332 28, 414, 722 6 873, 275 846, 256	90,041	4,662,179	3, 038, 104	39, 054, 953	33, 163, 529			5, 854, 337	38, 310, 632	20, 647, 246	1, 118, 803
-		NAME OF COMPANY.	Atchison, Topeka & Santa Fe R. R. Co. (The) Salimore & Ohio R. R. Co. Baltmore & Ohio R. R. Co. Salthweetern Ry. Co. 4 Belt Kallway Co. of Chicuco (The)	5 Chicago & Alton R. R. Co	Scheage & Eastern Uhnois R. R. Co	9 Evallythe, Terre Hante & Cheago K. K. Co 11 Cheago & Frie R. R. Co 11 Cheago & Grand Trunk R. R. Co. (The) 12 Grand Trunk Junction Ky. Co.	Chicago & Illinois Southern R. R. Co	G Chicago & Western Indiana K. K. Co	:8		22 No. Louis, Rock Island & Chicago K. R. Co 22 Chicago Great Western ky. Co	25 Chicago, Luke Shore & Bastern Ry. Co. 26 Chicago, Milwankee & St. Paul Ry. Co.	Z. Chirago, Peoria & St. Louis R. R. Co, of III.	20 Peoria & Bureau Valley R. R. Co

######################################	888383777777798888888888888888888888888
222 :232 :322 : 8: 2222 : 222 : 222	2228222222222222

4, 563, 300, 256, 166, 256, 166, 256, 266, 266, 266, 266, 266, 266, 2	8. 25. 25. 25. 25. 25. 25. 25. 25. 25. 25	1,579, 10 1,211, 13 1,211, 13 1,221, 13 1,221, 13 1,221, 13 1,221, 13 1,231,
80,571 4,923 2,622,116 53,472 543,500 21,206	1, 318 67, 522 67, 522 19, 039 19, 103 1, 123 1, 12	2896, 8685 241, 8786 540, 860 6, 860 3, 840, 113 14, 813 18, 810 11, 80 11, 80
61, 067 100, 43, 923 100, 436 53, 472 53, 472 543, 500 21, 206	11, 311, 311, 311, 311, 311, 311, 311,	888, 188 811, 888 600 40 40, 88 81, 811 11, 811 11, 811 860, 335 11, 81 11, 81 860, 335 860, 3
2, 202, 080	88 17.95.1 121.00 121.00	7,730
19,48£	18,000 285,722 139,864 41,864	5,062
4, 482, 738 29, 169 513, 903 81, 603 7, 454 9, 911, 408	1	1, 182, 289 1, 304, 157 6, 042, 6, 045 4, 287, 078 78, 088 11, 619 1, 619 1, 619 1, 619 1, 619
10.236, 625 11.439 11.389, 314 167, 555 929, 976 46, 038	19, 458 20, 579 20, 579 20, 578 1, 518, 179 1, 591, 577 11, 150, 770 10, 381, 857	2, 362, 586 5, 267, 026 6, 703 7, 472, 186 11, 204, 235 34, 025 34, 025 36, 376 34, 025 34, 025 36, 02
14 719, 363 1, 903, 217 249, 158 1, 674, 979 28, 111, 650	21, 849 80, 337 80, 238 2, 190, 345 2, 191, 647 3, 461, 271 1, 539, 165 14, 528, 844 14, 528, 860	6, 672, 083 6, 672, 083 899, 681 11, 759, 859 16, 819, 338 834, 738 22, 012 700, 204
well-art. Othic & S. Loude. B. Forth & Estern R. R. Co. (Theiling & Estern R. R. Co. B. Porth, Ladd & Estern R. R. Co. Brine & Loude & Estern R. R. Co. Brine & Loude & Estern R. R. Co. Brine & Loude & Estern R. R. Co. Print of the Company of the Co. Print of the Co. Brine County & Nerwe dame R. Co. Brine Mank R. R. Co. Chine Man R. M. K. Co. Chine Man R. M. K. Co. Chine Control R. R. Co. Chine S. Sternfeller R. R. Co. Chine & Sternfeller R. R. Co. Chine & Sternfeller R. R. Co. Chine & Sternfeller R. R. Co.	CELEPTON EL CELOS CONTRA	a Mellia, a Chin R. R. Co. N. T. Chinaga & St. Linis & C. (Thies N. T. Chinaga & St. Linis R. R. Co. (Thies) N. T. Chinaga & St. Linis R. R. Co. (Thies) N. T. Chinaga & St. Linis R. R. Co. (Thies) N. T. Chinaga & St. Linis R. R. Co. (Thies) Northway & R. R. Co. (Thies) Northway & C. (Thies) N. T. Chinaga & St. Linis C. (Thies) R. C. C. (Thies) Santi Chinaga & St. Linis Co. (Thies) R. C. Co. (Thies) S. Perell, Locator & St. R. W. Co. (Thies) C. C. Chinaga & Olio River R. K. Co. (University R. Co. (Thies) C. C. C. Chinaga & Olio River R. K. Co. (University R. Co. (

Table III.--Continued.

5.	Total income. Cols. 4+8.	14, 974 27, 263 23, 452 24, 561 347, 423	AND THE PERSON THE PER
œ	Total in- come from property described. Cols. 5+6+7.	99	2 N. 778 2 N. 778 2 N. 778 2 N. 776 2 N. 776 3 N
t-	SOURCE OF INCOME. SOURCE OF INCOME. Miscellane- pro Miscellane- pro ous, includ- descent		21, 574 501, 504 501, 504 501, 504 501, 504 501, 504 501, 504 501, 504 501, 605 501,
9	SOURCE OF INCOME Bonds. ours	14, 974 97, 263 935, 512 23, 601 347, 423	8 201,102.18 SELECT SERVICES S
2	so Stock.		420, 684 420, 685 651, 711 889, 441 889, 441 889, 745 889, 759 889, 759 645, 659 645, 659 665, 659 665
9	Derating from in one expenses. Col. 2—Col. 3		g g
20	Operating expenses.	38, 872 44, 550 361, 703 39, 811 359, 469	649, 1436 649, 1430 1, 679, 2992 1, 679, 2993 1, 679, 299 1, 679,
03	Gross earn- ings from operation.	53, 546 37, 284 124, 372 706, 84	25, 150, 500, 100, 100, 100, 100, 100, 10
1	NAME OF COMPANY.	88 St. Chair, Madison & St. Louis Belt B. R. Co- 88 St. Louis, Belleville & Southern Ry. Co 88 St. Louis, Chievey & St. Paul Ly. Co. of III. 88 St. Louis, Indiampolis & Bastern R. R. Co. 86 St. Louis, Merchane, Bridge Teyn. Ry. Co.	see A. Louis, Fortier (R. Co.) See A. Louis, Fortier (R. Co.) Ferror Hunds (Britana Consenting) Fortier Hunds (Britana Consenting) For

Table III.—Income Account—Whole Line—Continued.

			CAAA	.12		
1						
11			Net deficit. Cols.15-9.	201 201 201 201 201 201 201 201 201 201		
16	Net income. Cols.9-15.					
15			Total fixed charges. Cols. 10+11+ 12+13+14.	88, 419, 717, 115, 727, 11		
11	D CHARGES		Miscel- laneous.	874-073 245-676 10.060 17.784 28.586 28.110 28.110 28.110 28.110 28.110 28.110 28.110 28.110 28.110 28.110 28.110		
13	LE TO FIXE		Taxes.	81, 167, 5689 245, 466, 246, 466, 246, 466, 246, 246, 246		
21	S ASSIGNAB	Rents.		DESIGNATION.	Rents.	19, 12, 13, 13, 13, 13, 13, 13, 13, 13, 13, 13
п	EXPENDITURES ASSIGNABLE TO FIXED CHARGES.	DE	Interest on interest bearing cur- rent liabili- ties accrucd not other- wise pro- vided for-	100		
10			Interest on funded debt accrued.	85, 185, 182 8.90, 584 8.90, 584 10, 585, 587 1, 680, 589 1, 680, 589 1, 680, 680 1, 680		
			NAME OF COMPANY.	Withman, Topola & Saute Pe, 18y. Co., (The salitance & Olio Southwestern E. G. A.		

Table III.-Income Account-Whole Line-Continued.

17			Net deficit. Cols. 9-15.	######################################
16			Net income. Cols.9~15.	
15			Total fixed charges. Cols. 10+11+ 12+13+14.	\$ 6- \$ 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
14	D CHARGES		Miscellaneous.	32,615 32,240 1,042 77 77
13	E TO FIXED		Тахев.	11.80, 100, 11.100, 100, 11.100, 100, 11.100, 100,
13	Expenditures Assignable to Fixed Charges	DESIGNATION.	Rents.	SSG, UCT 11, 12, 12, 12, 12, 12, 12, 12, 12, 12,
=	XPENDITURE	DE	Interest on interest bearing cur- rent liabili- ties accrued not other- wise pro- vided for.	65. 9 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1
10			Interest on funded debt, accrued.	1185, 900 6, N60, 120 8, 064, 972 8, 064, 873 8, 064, 873 118, 700 118, 700
			NAME OF COMPANY.	Section Sect

18 19 19 19 19 19 19 19 19 19 19 19 19 19
변경 : 10명 :
ৰৰ বিষ্টাৰ বৃদ্ধ বিষ্টা নিন্দ নিন্দ কৰিব নুধাৰেই বিষ্টাৰ কৰিব নিন্দ কৰিব কৰিব নিন্দ নিন্দ কৰিব কৰিব নিন্দ নিন্দ নি
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100 000 000 000 000 000 000 000 000 000
88. 1911 1918
South Others P. R. C. Harden B. R. C. C. Illinois Premain M. R. C. C. R. C.

Table III-Income Account-AThole Line-Concluded.

1				80120	
17			Net defleit. Coln. 15-9.	88. 72. (1970) 11. (1971) 11. (19	\$2,543,661
91			Total fixed Net income. Net deficit. charges. Ools.9—15. Cols. 15—9. 12+13+11.	12,433	\$57,726,821
15			Total fixed charges. Cols. 10+1, + 12+13+14.	39, 911 12, 307 633, 782	816, 158, 774 815, 172 547 87, 710, 641 8109, 166, 319
2	CHARGES		Miscel-	79,148	87, 710, 641
13	E 10 FIXE		Taxes.	5,411 87,850	\$15, 172 547
113	S ASSIGNABL	N. S	Rents.	303, 720	816, 158, 774
11	EXPENDITURES ASSIGNABLE 10 PLYED CHARGES.	DESI	Interest on Interest on Interest on Parties cut. Interest on Pentiladili-funded debt jus accented not other wise upo vided for.	34,500	\$2,827,846
10			Interest on funded debt averued.	34,500	817, 216, 511
			NAME OF COMPANY.	99 Walnah, Chestor & Western R.R. Co., (The) 00 Wankegan & Mississippi Valley Ry. Co. Wisconsin Central Company.	Total

⁽¹⁾ Taxes assessed against C. & W. I. R. R. Co. paid by tenant companies.



STEAM

TABLE III-Income Account-

	18	19	20	21	22	23	
	PAYM	ENTS	FROM N	ET IN			
NAME OF COMPANY.	Divi	DENDS	Declare	D.	Total payments	from opera-	
	STOC	к.			from net	year	
	Amount, Rate per Amount		Amount.	Rate per cent.	miscel- laneous.	1899.	
1 Atch., Top. & S. F. Ry. Co. (The) 2 Baltimore & Ohio S. W. Ry. Co 3 Baltimore & Ohio S. W. Ry. Co 5 Centralia & Chester H. R. Co 6 Cliciago & Alton R. R. Co. (The). 7 Joliet & Chicago R. R. Co. (The). 8 Chicago & Eastern Illinois R. R. Co 9 Evansy, T. H. & Chi. R. R. Co 1 Chi. & Creat Trunk Ry. Co Theil						\$5, 056, 1 924, 7	
3 Baltimore & Ohio SW. Ry. Co 4 Belt Ry. Co. of Chicago (The)			\$72,000	6	72,000	702, 9: 139, 7:	
5 Centralia & Chester R. R. Co 6 Chicago & Alton R. R. Co (The) 7 Juliet & Chicago R. R. Co (The)	182,674	514	984, 433 105, 000	51 ₄	1, 167, 107	501,4	
8 Chicago & Eastern Illinois R.R. Co 9 Evansv., T. H & Chi. R. R. Co	349,842	6	216,923	312	666, 765	100,5	
O Chicago & Erie R. R. Co							
3 Chicago & Illinois South'n R. R.Co 4 Chicago & Northwestern Rv. Co	1,567,650	7	1,955,620	5	3,523,270	3,995,1	
5 Chi. & Western Indiana R. R. Co 6 Chi., Burlington & Quiucy R. R. Co.			300,000 5,238,371	6	300,000 5,238,371	1,613,8	
8 ChiBurlington & N'th'n R.R.Co 9 Galeshurg & Rio R. R. Co							
0 Illinois Valley & North'n R.R. Co 1 Quincy, Alton & St. L. R. R. Co							
3 Chicago Great Western Ry. Co 4 Chicago Junction Ry. Co	454,896	4			952, 898	153,0	
5 Chi , Lake Shore & Eastern Ry. Co 6 Chi , Milwaukee & St. Paul Ry. Co 7 Chi , Peoria & St. L. R. R. Co. of U.	2, 278, 931	7	2,318,980	5	4,597,911	2,977,1	
8 Chi., Rock Island & Pacific Ry. Co. 9 Peoria & Bureau Valley R. R. Co			1,998,710 120,000	4 8	2,667,904 120,000	1,145,9	
U Chicago Term. Transfer R. R. Co I Chicago Uniou Transfer Ry. Co Z. C., C., C. & St. L. Ry. Co. (The)	500.000	5			525, 731	723.6	
Kankakee & Seneca Ry. Co Peoria & Eastern Ry. Co. (The).						9,1	
6 East St. Louis Connecting Ry. Co. 7 Elgin, Joliet & Eastern Ry. Co.			240,000	4	240,000	39, 9 69, 4	
S Fulton Co. Narrow Gauge Ry. Co 9 Galesburg & Great East'n R. R. Co			0.100.500		0 5:10 700		
Blue Island R. R. Co			2,812,500		2,512,500	117,0	
3 Chi. Madison & North'n R. R. Co 4 Chicago & Springfield R. R. Co.							
6 Kankakee & S'thwest'u R. R. Co 7 Mound City Ry. Co							
S Rantoul R. R. Co			1 609	91.	1 900		
Illinois Terminal R. R. Co	27,360	3	1.000		27,360	2,3 26,5	
53 Chi & Ohio River R. R. Co. (2) 54 Ind., Illinois & Iowa R. R. Co. (The) 55 Iowa Central Ry. Co.	S5 (405	110			85,019	176, 4	
S Chiego & Eastern Illinois R. R. Co. O Evanay, T. H. & Chi. R. R. Co. 1 Chi. & Grand Trunk Ry, Co. Their Control of the Con	148,000	114			148,000	787.6	
is Lake Shore & Mich. South'n Ry.Co 59 LaSalle & Bureau County R. R. Co	53,350	10	3,462,655	6	3,516,005	787.6	

Chicago & Ohio River R. R. Co.—Report for seven months ending January 31, 1899.
 Chicago & Ohio River R. R. Co. (operated by L. D. & W. Ry. Co.)—Report for five months ending June 30, 1899.

RAILBOADS

Whole Line—Continued.

24	25	26	27	28	29	30
Deficit						
rom opera-						
tions of	Surplus	Deficit	Addi-	Deductions	Surplus	Deficit
year			tions	for year.	on June 30, 1899.	on
ending	June 30, 1898.	June 30, 1898.	for year.	TOT JOHN	June 30, 1899.	June 30, 1899.
June 30.						
1899.						
	\$3,942,646			\$1,584,331	\$4,414,492	
	2,020,251			2,020,251	924,729	
		8327, 425		31,812	343,684	
	170, 183				309,917	
859,808		69, 032				\$128,840
	83, 942, 646 2, 020, 251 170, 183 2, 948, 015 1, 368, 050 70, 747			271,097	3,078,321	
	1.368,050				1,468,648	
	70,747				70,747	
291,905			\$281 965			
248, 109		435,176	248, 109			435, 176
					5, 372, 433 690, 587 13, 866, 075	
	6,377,326 693,559 12,252,236			7 000	F 0700 1000	
	6,317,326			5,000,600	5, 372, 433	
S, 001	10,000,000				690,587	
	12, 252, 236				13,866,075	
	6, 228 135, 397 9, 802, 695 1, 154, 530 67, 715 101, 600 305, 752					
	0.000					
6, 228	6,228					
	135, 397				288,476	
	0.000.000	574,650	369,609		351,578	
	9,802,695				12,779,871	
113, 204		40,531		193, 309		347, 044
	1,154,530				2,200,461	
	67,715				70,47	
	101,600				208,560	
	28, 961 103, 647 2, 772, 625					
	305,752				1,629,413	
21, 233		601, 614				622,867
		1,361,944	852,000			470,809
	28,961			4,337	64,527	
	103,647		66		173, 211	
31,227		560,791				592,018
600		4, 400				5,000
	3,772,625			23,696	3,866,587	
9,508		53,914				63, 422
99,410		1,006,847				1,106,247
		138, 606		l		
43,714		138, 606				182,400
52, 396		490,775				543, 171 143, 693
21,341		122,352				143, 693
	179,937			. 5	179,932	
	179, 937 12, 350 785, 946 639, 682 11, 102 1, 045, 888 7, 597, 790 7, 421				179, 932 2, 391	
	12,350				38, 877	
10,855						10,855
	785,946		1,565	583,876	350,067	
	639, 682			487, 216	254, 947	
9,500	11, 162				1.602	
451,847	1,045,868				594, 021	
	7,597,760			761, 696	7,623,659	

TABLE III - Income Account-

	15	19	20	21	22	23
	PAYM	ENTS	FROM N	ET I	COME.	
NAME OF COMPANY.	Divi	DENDS	٠.	Total	Surplus from opera-	
	PREFER		OUMMO STOCK		from net income including	year ending June 30,
	Amount.	Rate per cent	Amount.	Rate per cent	miscel- laneous.	1899.
60 Louisv., Ev. & St. L. Cons. R. R. Co 61 Louisville & Nashville R. R. Co 62 Michigau Central R. R. Co			\$1,\$45,000 749,520	31 ₂	\$1, 515, 000 1, 049, 643	840, 204 2, 078
62 Michigau Central R. R. Co 63 Joliet & North'n Indiana R. R. Co 64 Terminal R. R. Co			24,000		21,000	5,000 35,356
65 Mobile & Ohio R. R. Co. 66 St. Louis & Cairo R. R. Co. 67 N. Y. Chi. & St. L. R. R. Co. (The) 68 C. & State Line R. R. R. Co. (The)						100
69 Omaha, K. C. & Eastern R. R. Co 70 Pawnee R. R. Co						2,386 447,252
72 Calumet River Ry Co	\$1,354,741	7	1,350,000	7	2,744,741	212, 126 6, 728
75 Pitts., Cin., C.& St.L.Ry.Co. (The) 76 Englewood Connecting Ry. Co 77 Peorla and Pekin Union Ry. Co 78 Peo., Decatur & Evansy, Ry. Co						
SO Quincy, Car'lt'n & St. L. Ry. Co. 1) SI Rock Island & Peoria Ry. Co. 82 St. Clair, Mad. & St. L. Belt R.R. Co. 83 St. Louis, Belleville & So. Ry. Co.			75,000	5	75,000	100,355
84 St. L., Chi, & St. Paul Ry. Co. of Ill 85 St. L., Indianap, & East'n R. R. Co. 86 St. L. Merch, Bridge Term, Ry. Co						
87 St. Louis Merchants' Bridge Co. 88 St. Louis, Peoria & North'n Ry. Co						56, 357
90 St. Louis Bridge Co 91 Terre Haute & Indianap, R. R. Co.	90,000	3	149, 400	6	239, 400	
89 Terminal Railroad Asso. of St. L. 90 St. Louis Bridge Co. 91 Terre Haute & Indianap, R. R. Co. 92 East St. L. & Carondelet Ry. Co. 93 St. L., Vandalia & T. H. R. R. Co. 94 Terre Haute & Peoria R. R. Co. 95 Tolado, Paoria & Wastern Ry. Co.	216, 258	14	12,600		216, 258	11, 100
96 Toledo, St. Louis & K. C. R. R. Co. 97 Toluca & Eastern R. R. Co.						
98 Wabash R. R. Co. (The) 99 Wab., Chester & W. R. R. Co. (The) 100 Waukegan & Miss. Valley Ry Co. 101 Wisconsin Central Company.						147, 937
101 Wisconsin Central Company. 102 Chicago & Wisconsin R. R. Co						441,217
Totals	88, 800, 612		824, 177, 264		831,570,940	\$23,529.365

⁽¹⁾ Quincy, Carrollton & St. Louis Ry.-Report for six months ending June 30, 1899.

⁽¹⁾ Chicago & Ohio River R. R. Co., report for seven months ending January 31, 1899.
(2) Chicago & Ohio River R. R. Co., operated by I. D. & W. Ry. Co., report for five months ending June 30, 1899.

CZTZII

Whole Line-Concluded.

24	25	26	27	28	29	30
Deficit com opera- tions of year ending June 30.	Surplus on June 30, 1898.	Deficit on June 30, 1898.	Addi- tions for year.	Deductions for year.	Surplus on June 30, 1899.	Deficit on June 30, 1899.
1899.						
356, 331		2,076,266		41,115		2,473,712
	2,846,360		1,093,219	264,742	3, 715, 041	
	7,261,224				7,263,303	
	66,865				74,865	
	49,618		3,911	4,450	84, 435	
	70.234			151	98, 231	
	71 743				264, 896	
	380				180	
97 247	600	60.389	48 538	56 955	200	155, 346 2, 780 47, 303 45, 957 1, 168, 001 120, 298
04, 244		5 166	40,000	00,200		2 780
		3,100			447 959	2,100
000		40,400			441,202	47 909
903	10 400 204	40,400			10 600 590	11,000
	10, 450, 554	FD 00F			10,000,000	45 057
	4 000 505	52,635		07.0 000	0.000.404	45,951
	1,863,525			200, 368	2,950,494	
	14,811				29,622	
	168, 359				217,386	
300,994		867,007				1,168,001
		129, 294				120, 298
					1,950	
	1, 298, 131				1, 398, 486	
21, 753		44, 199				65, 952
34, 271		258, 395				292,666
100, 911		56 343		5 595		162,849
38 637		51 116		0,000		92 783
23 831	***************************************	1 080 673				1.104.504
20, 301		210301010				65, 952 292, 666 162, 849 92, 783 1, 104, 504
		47 560			8 797	
	516, 970	47,560			806 750	
	010,010				300,130	
19 155						
12, 155	GC 00+				07 047	12, 155
307.310	00,001				900 000	
307,310	616,515				309,205	100 010
25,938		101,078				127,016
		244,916				12, 155 127, 016 244, 565 1, 917, 888 9, 540 106, 102 666, 416
108,855		1,620,592		188,441		1,917,888
6, 158		3, 382				9,540
		517, 190	696, 450	104,716	222,481	l
27,888		78, 214				106, 102
,	7,673				20, 106	
	.,010	1, 159, 257	48,624			666, 416
		1,100,401	20,004			000,410

Table IV .- Earnings and Income in Illinois

1	2	3	1	5	6	7	8
	EARN	INGS	ARISING	FROM PAS	SENGER SE	RVICE.	
Name of Company.	Passenger Revenue.	Revenue per passen- ger per mile. Cents	Mail.	Express	Total passeuger earnings, including miscel- laneous.	Passenger carnings per train mile, Pallars and Cents.	camings, 100 Col. 6: Col. Bi.
1 Arch., Top. & Santa FéR'y Co 2 Baltimore & Ohio R. R. Co 3 Balt. & O. Southw'n R'y Co 4 Belt R'y Co. of Chicago (The)	33, 929 651, 215	1.35	861, 722 7, 229 165, 854	1.575	46, 222	0.56736	27 35
5 Ceutralia & Chester R. R. Co. 6 Chi. & Alton R. R. Co. (The). 7 Joliet & Chi. R. R. Co. (The)	27, 207 1, 715, 363	2.053	4, 144 172, 531	1,821 160,890	33,556 2,049,084	.24842 1.10938	37 37.
8 Chi. & Eastern Hi. R. R. Co 9 Evan., T. H. & Chi. Ry Co.	556, 756	1.555	46,917	13,200		0 51258	21.
10 Chicago & Eric R. R. Co 11 Chi. & Grand Trunk R. R. Co. 12 Grand Trunk Junct'n Ry Co.	34,537 123,410	1.577 0.956	1,842 9,841	5,726 4,400	47, 366 150, 204	.78653 0.90616	21 33
13 Chi, & Ill. Southern R. R. Co. 14 Chi, & Northwestern R'v Co.	958, 854	1.951	105,063	66,792	1.151.679	0.92057	25
15 Chi. & West'n Ind. R. R. Co 16 Chi., Bur. & Quinev R. R. Co 17 Chicago & Iowa R. R. Co	1,960,555	1.946	438, 765	209,669	2,677,930	1.04775	29
						1 	
Galesburg & Rio R. R. Co III. Valley & N'th'n R R. Co. Q., Alt. & St. L. R. R. Co							
Q., Alt. & St. L. R. R. Co St. L., R. I. & Chi. R. R. Co Chi. Great Western R'v Co G. Chicago Junction R'y Co	190.783		20,936	16,229	306,313	0.57779	25
a Chicago Junction K y Co. S. Chi., L. S. & Eastern R'y Co. GChi., Mil. & St. Paul R'y Co. C., P. & St. L. R. R. Co. of Ill. S. Chi., Rock Island & Pac. Ry Co.					1 270 520	.97936	23
S Chi., Rock Island & Pac. RyCo. Peo, & Bureau Val. R'y Co.			97, 105	101,310	1,480,972	1.04710	25
Chi. Term. Transfer R. R. Co I Chi. Union Transfer R'y Co.							
2 Clev., Cin., Chi. & St.L, R'y Co. 3 Kankakee & Seneca R'y Co.		2.683	157, 448 1, 832	\$7,062 2,400	1,357,134 13,949	1.09424	35
DoPne Ladd & Fast R Co.	9, 717 186, 227			2,400 15,330	225, 522	.85562	31
BE, St. L. Connecting R'y Co., 17 Elgin, Joliet & East'n R'y Co., 18 Fulton Co. Narrow Gauge 18 Galesb'g & G. East'n R. R. Co.				6,000 3,500	21, 013 22, 629	2,91013 .55423	1
Ullinois Central R. R. Co	3,078,269	1.561	311,976				
2 Chi., Hav. & West'n R R.Co.							
Chi., Hav. & West'n R R.Co. Chi., Mad. & N. R. R. Co. Chi. & Springfield R. R. Co.							
Chicago & Texas R. R. Co Kank, & S'thw'n R. R. Co							
Mound City R'y Co							
Chi & Springueld R. R. Co., Chiengo & Texas R. R. Co., Kank. & S'thw'n R. R. Co., Mound City R'y Co., Rantoul R. R. Co., South Chicago R. R. Co.							
South Chicago R. R. Co St. L., Alt. & T. H. R.R. Co. H. H. Terminal R. R. Co 2 Ind., Dec. & Western R'y Co. 3 Chi. & Ohio R. R. R. Co. (2)							
2 Ind., Dec. & Western R'y Co-	72,776	1.803	10,099	3,675 200	87, 681 6, 506	.571%	15

RAILROADS

for the year ending June 30, 1899.

9	10	11	12	13	14	15	16	17	18	
EARNING	s Ari	ISING FROM ERVICE.	FREIGI	нт	Other l	EARNINGS.	SUMMAR	r of Earn	INGS.	_
Freight Revenue.	Revenue per ton per mile. Cents	Total freight earnings, including stock y'ds, elevators and mis- cellaneous	b	Proportion to total earnings 100° Col. 11+-Col. 16.	Balance of car mile- age and switching charges.	Telegraph rentsis and other sources.	Total earnings from operation. Cols. 6+11 +11+15.	Total earnings per train mile.	Proportion to total income, 100×Col. 16	
\$1, 228, 035 84, 371 1, 740, 186 54, 663 3, 341, 317	0.171 0.518	54.663	1.16382 1.17061 1.21169	72.0 64.6 63.3	30,511	53,322 16,160 L 822	130, 752 2, 749, 316 866, 256 90, 041	1.12910	160.0 100.0	1 3 4 5 6 7
2,328,781		2,312,988		75.8		81 986	3 089 638		96.9	- 8
176, 167 294, 600	.374 0.679	176, 295 294, 600	2.13639	78.4 66.0	577	581 1,604	221,819 416,408	1 09705	89.0	9 10 11
3, 393, 198	0.878	3,397,372 5,996,453	1 86701	71.5		12, 334	4,561,355	1.48563	96.6	13 13 14
5,983,601	.765	5, 996, 453	1.45781	06.0	165,383	230, 798	9,070,564	1,36006	96.7	15 16
										17 18 19 20 21
881, 121 358, 231 1, 425, 701 4, 398, 757 666, 055 4, 082, 728	.937	358, 231 1, 425, 701 4, 398, 757 666, 055	1.14169 3.17309 6.95947 2.33365 1.60055	73.9 21.9 67.5	423,644 653,782 772	4,331 656,077 31,833	1, 191, 765 1, 437, 952 2, 111, 316 5, 793, 850 825, 633	.91519 13.67701 10.30599	99.8 99.3 100.0 99.1 98.2	23 24 25 26
479,913				46.5		548,588				27 28 29 30
2, 418, 274 72, 524 489, 548	.541 .449 .618	72,521	1,65115 1,15174 1,80496	62.7 74.6		\$2,537 11,135	3, 857, 945		99.5	31 32 33 31
1, 466, 780 28, 668	.623	1,466,780 28,668	1.92947	98.5 55.7	248,975 6,805	183 23,981 202		.52463	100.0	35 36 37 38
9,596,488	.655	9,605,022	1.53344	64.9	9,920	1,309,435	11,780,938	1.31732	99.4	39 40
										41
										43 44 45 46
										47
21, 849 158, 584 23, 736	1 227	21,849 158,584 23,736	1.67970			414	i .	.99573	160.0 100.0	50 51 52 53

Table IV—Earnings and income in Illinois

1	2	3	4	5	6	7	8
	EARN	INGS			SENGER SE		
NAME OF COMPANY,	Passenger Revenue.	Revenue per passen- ger per mile. Cents	Mail.	Express.	Total passenger earnings, including miscel- laneous.	Passenger varnings per train mile. Dollars and Cents	6+Col. 16
54 Ind., Ill. & la. R. R. Co. (The) 55 lowa Central R'y Co. 55 Jack & St. Louis R. R. Co. 57 Lake Erie & West'n R. R. Co. 58 L. S. & Mich. S. R'y Co. 59 LaSalle & Bureau Co. R. R. Co.	58, 406 57, 512	2.330	9,084 8,312 7,221	815 3,298 3,000	31, 894 71, 129 69, 171	.56329 .56363 .52735	6. 13 38
S. L. S. & Mieb. S. R.Y. Co. Johnson E. Briegui Co. R.R. Co. Johnson E. S. L. S. & Mieb. S. R. Co. Johnson E. S. L. C. W. R. Co. Johnson E. C.	150, 834 152, 741 305, 590 137, 900	2.023 2.224 2.204	58,531 22,433 47,016 5,106	21, 265 18,035 27, 254 5, 903	234, 175 193, 209 391, 596 148, 910	.69496 1.19450 .97018	51. 25. 37. 29.
54 Terminal R. R. Co. 55 Mobile & Ohio R. R. Co. (The) 56 St. L. & Cairo R. R. Co. 57 N. Y. C. & St. L. R. R. Co.	181, 860 35, 858	1.988	25,068 1,043	25,840 2,167	236, 313 39, 463	.79254	22 43
53 Oma, K. C. & Eastern R R.Co 70 Pawnee R. R. Co 71 Pennsylvania Co 72 Calumet River R'y Co	1,003 2,511 83,799	1.867 2.854 1.986	160 416 16,548	70 303 11,929	1,233 3,269 115,361	.45386 .77293 1.00739	25 25 21
73 Pitts., Ft. W. & Chi. R'y Co. 74 So. Chi. & South'u R. R. Co. 75 P., Cin., C. & St. L. R'y Co. 76 Englew'd Con. R'y Co.	90,547	2.023	17,178	11,863	122, 717	1.09937	23
17 Peoria & Pekin Union R y Co. 18 Peo., Dec. & Evansv. R'y Co. 19 Chi. & Ohio R. R. R. Co. (1) 10 Q. Carrollton & St. L. R'y (1) 11 Rock Island & Peoria R'y Co.	21, 245 166, 757 8, 187 8, 773 122, 251	2.367 2.685 2.759 2.551	19,601 2,332 1,328 10.586	2,454 15,738 280 470 7,500	23, 699 202, 096 10, 799 10, 870 142, 281	.65016 .52509 .36908 .80564	29 22 49 20
2 St. Clair, Mad, & St. L. Belt 3 St. L., Bellev, & So. R'y Co. 4 St. L., C. & St. P.R'yCo.of Ill. 5 St. L., Ind'plis & E. R. R. Co.	68, 951 15, 277	1.694 2.590	7,888 2,340	6,618 887	83, 457 18, 504	.46717 .46397	24
6 St. L. Mer. Brige Ter. R'y Co. St. L. & Mer. Bridge Co St. L., Peoria & N. R'y Co 9 Ter. R. R. Ass. of St. Louis 0 St. Louis Bridge Co.	55,847 103,374 166,370		3, 151 25, 000	2,957 3,110 29,944	59,598 109,635 221,314		15 23
Terre Haute & Peo. R.R.Co. E. St. L. & Caron. R'y Co St. L., Van. & T. H. R.R.Co. Terre Haute & Peo. R.R.Co.	509,391	2.306	223, 168	56,716			
9 Ter. R. R. Ass. of St. Louis. St. Louis Bridge Co. 1 Ferre Haute & Ind. R. R. Co. 2 Ferre Haute & Ind. R. R. Co. 3 St. L. Vun. & T. H. R. Co. 4 Terre Haute & Feo. R. R. Co. 5 Tol. Peo. & West'n R. Y. Co. 6 Tol. St. L. & K. C. R. R. Co. 7 Tollien & Eastern R. R. Co. 2 Walth & W. C. R. R. Co. 8 Walth & W. R. R. Co. 9 Walth & Wijss, Val. R. R. C. 6 Walth & Wijss, Val. R. R. Co.	255, 443 143, 031 877 1, 331, 701 21, 936	2.479 1.876 3.000 1.897 2.568	26, 839 16, 772 182, 265 5, 668	15,000 20,000 1 107,904 1,875	1,659,989	.79416	34
0 Wauk. & Miss. Val. RyCo 1 Wisconsin Central Company. 2 Chi. & Wisconsin R. R. Co.	150.504	1 500	0,303	12 660			

⁽A) No footing because it was impossible to ascertain total train mileage in Illinois, many of the roads not keeping their train mileage by states.

for the year ending June 30, 1899.

9	10	11	12	13	14	15	16	17	18
EARNIN	is Ari	ISING FROM	Freig	IT	OTHER I	CARNINGS.	SUMMAR	T OF EARN	INGS.
Freight Revenue.	Revenue perton per mile. Cents	Total freight earnings including stock y'ds, elevators and mis- cellaneous	Freight earnings per train mile. Dollars and Cents	Proportion to total earnings, 100×Col. 11+Col. 16.	Balance of car mile- age and switching charges	Telegraph rentals and other sources.	Total earnings from operation. Cols. 6+11 +14+15.	Total earnings per train mile.	Proportion to total income, 100×Col.16 +Col.24
417, 846 460, 513 99, 148 388, 278 210, 897	.729 .906 1.943 .607 .568	417.846 460,513 104,615 388,278 213,458	1,90770 1.45307 1.34325 1.91231 3.86833	90.8 86.6 57.6 67.7	5,853	7,781 13,415 3,500	460, 285 531, 901 181, 567 573, 968 451, 133 18, 844	2.41000	100 0 99.9 100 0 99.5 99.4 100.0
432, 200 648, 360 350, 084	.797 .729 .745	432,200 648,360 350,084	1.32278	70.2			675, 866 1, 044, 011 498, 994	1.16731 1.27633 1.02170	100.0 100 0 97.8
827,583	.477	827,583	.52803	77.8	1,404		1,065,300	.82095	100 0
50,554				56.1		130	90,147	1.11579	99, 8
2, 623 9, 479 327, 229	8,155	9,479	.89569 .74691 1.63753	61.1 74.7 61.9	439	90, 138	4, 295 12, 748 538, 859	.73268 .75311 1.69472	100.0 99.7 100.0
· · · · · · · · · · · · · · · · · · ·									
		299,850							
69, 260 470, 429 37, 133 11, 119 551, 899	.942 3.197 2.666 1.262	69, 260 470, 429 37, 133 11, 141 551, 899	1.46128 1.29509 .62500 2.16882	9.4 68.0 76.6 50.6	362,030	281, 929 18, 919 562 6, 031	736, 009 691, 444 48, 494 22, 011	1,09585 .98488 .46557	100.0 98.2 100.0 100.0
26, 432 200, 332 56, 093 178, 890	7.812	200, 332 56, 093 178, 890	1.372.4	70.9 59.2 74.9 58.9	1,355 18,909 41,908	9,500 35,493 26 19,983	37, 287 37, 287 338, 191 74, 623 303, 379	10.37781 .96966 .92399	100.0 100.0 99.9 100.0 100.0
497, 356 511, 738		540, 834 541, 739		82.2 54.5	134,745	27,063	614, 469 924, 861		97.0 88.1
1,512,545		1,512,545	1.67213	64.9		15, 381	2,331,003	1.33126	100 0
590, 238 638, 405 4, 015 3, 070, 897 44, 246	1.680 553	638, 405 4, 015 3, 138, 002	1.46683 1.08801 1.32567	60.4 77.4 78.6 65.4 58.5	27,514 1,054	54, 739 337 218 258 8, 023	976, 657 825, 095 5, 111 479, 991 75, 642 46, 394	1.03850 1.07612 .70804	100.0 98.7 100.0
473, 181				65.0	46,394	8,023	46,394 707,324	1.71993	100.0 99.6
\$58,673,207	(A)	\$58,874,333	(A)	66.0	83, 160, 714	\$3,996,801	889, 102, 911	(A)	93.4

Table IV.—Earnings and Income in Illinois—Continued.

	19	20	21	22	23	24
	Inco	ME FRO	м Рворен			
NAME OF COMPANY.	SOUR	CE OF I	SCOME.	Total Col.	Properties 22+	Total
			Mis- cellan- eous.	e from scribed	ortion to total ome. 100×Col. Col. 24	Total earnings and income Cols.16+22
Acthemon. T. & S. F. Ry, Co. (The) 2 Mathimse & Ohiso R. K. 3 Baltimore & Ohiso N. W. Ry, Co. 3 Baltimore & Ohiso SW. Ry, Co. 5 Centralia & Chester H. E. Co. 5 Centralia & Chester H. E. Co. 7 Joliet & Chicago R. R. Co. (The) 8 Chicago & Bastern H. R. R. Co. 11 Chicago & Erie R. Co. 11 Chi. & Grand Trunk Ry, Co. (The) 11 Chicago & South n Illimos R. R. Co.	83, 293	\$1,430	\$178,767	\$186,490	9.7	\$1,918,502
2 Baltimore & Ohio K. K. Co		200		1 100		2 750 410
4 Belt Rv. Co. of Chicago (The)	300	300		1,100		866, 256
5 Centralia & Chester R. R. Co						90,041
6 Chicago & Alton R. R. Co. (The)	5,516	220,650	12,060	237, 626	1.2	5,610,926
8 Chicago & Eastern III. R. R. Co.	71 100	9 645	13, 393	97, 438	3.1	3, 187, 076
9 Evansville, T. H. & Chi. Ry. Co.	11,100	0,040	8,460	8,460	100.0	5,460
10 Chicago & Erie R. R. Co	5,517		27	5,541	11.0	230,363
11 Chi. & Grand Trunk Ry. Co.(The)		320	99,971	100, 291	18.5	546,699
12 Graud Frunk Junction Ry. Co			133,600	195,000	100.0	195,000
14. Chicago & Northwestern Ry. Co	145,956		14,935	160,891	3.4	4,722,276
5 Chi. & Western Indiana R. R. Co			1,137,297	1, 137, 297	100.0	1, 137, 297
6 Chi. Burlington & Quincy R. R.Co	111,821	141, 144	55,031	307, 999	3.3	9,378,563
Chi Dawlington & V P P Co			221, 256	231, 234	100.0	281, 297
Galesburg & Rio R. R. Co.			16, 764	16.764	100.0	46, 764
20 Illinois V. & Northern R. R. Co.			83,324	83,321	100.0	83, 324
Quincy, Alton & St. L. R. R. Co.			42,000	12,000	100.0	42,000
22 St. L., R. Island & Chi. R. R. Co.	0.519		233, 750	233, 780	100.0	233, 780
4 Chicago Great Western Ry. Co	2, 910		8.412	8, 142	0.3	1, 446, 394
25 Chi., Lake Shore & East'n Ry Co.			0,442			2, 111, 316.
26 Chi., Mil. & St. Paul Ry. Co	141	1.510	4, 119	6,070	.1	5,799,920
27 Chi , P. & St. L. R. R. Co. of III	15,000	100 CHO	50.540	15,000	1.8	840,633
25 Chi., Rock Island & Pacine Ry. Co	91,407	33,642	125,000	125 600	100.0	125,000
Chicago Term Transfer B. R. Co.			89, 339	89,333	7.5	1.208.203
0 Chicago & Eric R. K. Co. 10 Chia & Grand Trunk Ry. Co. (The) 11 Crand Trunk Ry. Co. (The) 12 Crand Trunk Ry. Co. (The) 13 Crand Trunk Ry. Co. 14 Crand Trunk Ry. Co. 15 Crand Trunk Ry. Co. 16 Crand Trunk Ry. Co. 16 Crand Trunk Ry. Co. 16 Crand Ry. Co. 17 Chicago & Lova R. R. Co. 18 Chi. Burlington & N. R. R. Co. 19 Cling, Allon & St. L. R. R. Co. 10 Cling, Allon & St. L. R. R. Co. 10 Cling, Allon & St. L. R. R. Co. 11 Cling, Allon & St. L. R. R. Co. 12 Cling, Allon & St. L. R. R. Co. 12 Cling, Allon & St. L. R. R. Co. 13 Cling, Allon & St. L. R. R. Co. 14 Cling, Junetion Ry. Co. 15 Chi. Lake Stand & Chi. R. R. Co. 15 Chi. Lake Stand & Chi. R. R. Co. 16 Cling, Co. 16 Cling, Co. 17 Cling, Co. 18 Cling, Co. 19 Cling, Co. 19 Cling, Co. 10 Cling, Co. 11 Cling, Co. 11 Cling, Co. 12 Cling, Co. 13 Cling, Co. 14 Cling, Co. 15 Cling, Co. 16 Cling, Co. 17 Cling, Co. 18 Cling, Co. 18 Cling, Co. 19 Cling, Co. 10 Cling, Co. 10 Cling, Co. 10 Cling, Co. 11 Cling, Co. 11 Cling, Co. 12 Cling, Co. 13 Cling, Co. 14 Cling, Co. 15 Cling, Co. 16 Cling, Co. 17 Cling, Co. 18 Cling, Co. 18 Cling, Co. 19 Cling, Co. 10 Cling, Co. 11 Cling, Co. 11 Cling, Co. 12 Cling, Co. 12 Cling, Co. 13 Cling, Co. 14 Cling, Co. 14 Cling, Co. 15 Cling, Co. 16 Cling, Co. 17 Cling, Co. 18 Cling, Co.	5, 107		16,011	21,118	.5	3,879,063
33 Kaukakee & Seneca Ry. Co						97, 608
25 Do Puo Ludd to Fostern R P Co.						110, 181
36 East St. Louis Connecting Rv. Co.			10	10		249, 168
37 Elgin, Joliet & Eastern Ry. Co			3,930	3,930	.1	1,522,512
38 Fulton County N. Gauge Ry. Co						51, 492
39 Galesburg & G. Eastern R R. Co.	9 510	EV 000	22 420	95 SS2		11 676 691
I Blue Island R R Co.	0,040	32,320	(1)4.505	(1)4,505	100.0	(1)4,508
12 Chi., Havana & West'n R R. Co			53, 472	53, 472	100.0	53, 472
43 Chi., Madison & North'n R. R. Co			343,500	343,500	100.C	343,500
44 Chicago & Springheld R. R. Co.			94 900	94 900	100.0	91 900
65 Unleago & Texas R. R. Co			21,200	21,200	100.0	21, 200
47 Mound City Ry, Co						
48 Rantoul R. R. Co			7,978	7,978	100.0	7,975
49 South Chicago R. R. Co			(1)11,341	(1)11,341	100.0	(1)11,341
50 St. L , Aiton & T. Haute R. K. Co			67,322	67,322	100.0	91 840
52 Ind Docatur & Western Ry Co						246, 679
53 Chicago & Ohio River R.R.Co.(2)						30,242
54 Indiana, Ill. & Jowa R. R. Co. (The						460, 255
55 Iowa Central Ry. Co			667	667	-1	532, 568
56 Jacksonville & St. Louis Ry. ('o	2.001			2 004		181,567
58 Luke Shore & Western R. R. Co	3,001		61	2, 921	.5	454.054
for the Choice of Michigotti in Right	2,000		14	11		18,858

Table IV —Concluded

	19	20	21	22	23	24
	Inco	ME FRO	м Рворе	RTY OWN	ED.	
	SOUR	CE OF I	NCOME.	Pot	12 E 2	Total
NAME OF COMPANY.	Stocks	Bonds.	Mis- cellan- eous.	Property described Cols. 19+20+21	Proportion to total income, 100×Col. 22+Col. 24	earnings and income Cols. 16+22
Louis., E. & St. L. Cons R. R. Co.					!	
Louisville & Nashville R. R. Co						1,044.011
Louis, E. & St. L. Cons K. K. Co. Louisville & Nashville R. R. Co. Joliet, North 'n & Ind. R. R. Co. Terminal R. R. Co. Mobile & Ohio R. R. Co. (The) St. Louis & Cairo R. R. Co. Chicago, C. Chicago, C. Chicago, C. Chicago, C. Catalana, R. Co. Omaba, C. C. R. Sastern R. R. Co.	811,771	\$30	57 950	57,861	100.0	519,855 57,356
Terminal R. R. Co			31,030	34,000	100.0	31,000
Mobile & Ohio R. R. Co. (Fhe)						1,065,300
St. Louis & Cairo R. R. Co			241,898	241,898	100.0	241, 898
New York, Chi. & St. L. R. R. Co.			244	244	2	90,391
Chicago & State Line R R. Co			500	500	100.0	500 4,293
Pawnee R R Co.			40	40	3	12, 785
Calumet River Rv. Co			2,533	2,532	100.0	2,532
Pittsburg, Ft. W. & Chi. Ry. Co.			134, 390	131,390	100.0	2,532 134,390
South Chicago & South'n R.R.Co			14,813	14,813	100.0	14,813
P., C., C. & St. L. Ry. Co. (The)	436	199		635	.1	521,990
Pennsylvania Co. Calumet River Ry. Co. Pitisburg, Ft. W. & Chi. Ry. Co. South Chicago & South'n R.R.Co. P., C., C. & St. L. Ry. Co. (The). Englewood Connecting Ry. Co. Peoria & Pekin Union Ry. Co. Peoria & Pekin Union Ry. Co.			14.811	14,811	100.0	14,811 736,009
Peoria D & Evansville Pv Co	19 585			19 595	1.8	704, 029
Peoria, D. & Evansville Ry. Co Chi & Ohio River R. R. Co. (1).	12,000			10,000	1.0	48, 494
Q., Carrollton & St. L. Ry. Co.(1).						22,011
Rock Island & Peoria Ry. Co			8,679	8,679	1.2	708,883
St. Clair, M. & St. L. Belt R. R. Co						8,269
St. L., Belleville & South'n Ry. Co						37, 287 338, 251
C.H. & Olho River R. R. Co. (1). Q., Carroliton & St. L. Ry. Co. (1). Rock Island & Peoria Ry. Co. St. Clair, M. & St. L. Belt R. R. Co. St. L., Belleville & South in Ry. (0) St. L., Chi. & St. P. Ry. Co. of III. St. L., Indianapolis & E. R. R. Co. St. Lonis Wur Ryidge Tarm Ry. Co.			60	60	.1	74,623
St. Louis Mer. Bridge Term. Ry.Co.						303, 379
St. Louis, P. & Northern Ry. Co			18,759	18, 759	3.0	633, 225
Terminal R. R. Ass'n of St. Louis	20,160		105,350	125, 540	11.9	1,050,401
St. Louis Merchants' Bridge Co. St. Louis, P. & Northern Ry. Co Terminal R. R. Ass'n of St. Louis St. Louis Bridge Co. T Haute & Indianapolis R. R. Co.			412,389	412, 359	100.0	412, 389
T naute & indianapolis R. R. Co.			50 505	50 50s	100.0	2,331,003
St L. Vandalia & T H R R Co			534 358	534 378	100.0	534,378
Terre Haute & Peoria R. R. Co.			130, 976	130, 976	100.0	130,976
East St. L & Carondelet Ry. Co. St. L. Vandalia & T. H. R. R. Co. Terre Haute & Peoria R. R. Co Toledo, Peoria & Western Ry. Co.						976,657
Toluca & Eastern R. R. Co	F1 000					5,111
Toluca & Eastern R. R. Co. Wabash R. R. Co. (The). Wabash, C. & W. R. R. Co. (The)	54,362		7,315	61,677	1.3	4,859,668 75,642
Wankegan & Miss Valley Ry Co.						46,394
Wisconsin Certral Company		3,009	75	3,084	.4	710, 408
Waukegan & Miss. Valley Ry. Co. Wisconsin Ce-tral Company. Chicago & Wisconsin R. R. Co.						
Totals						

⁽¹⁾ Deficit.

⁽¹⁾ Chicago & Ohio River R. R. Co. Report for seven months ending January 3, 1899.

⁽²⁾ Chicago & Ohio River R. R. Co. (operated by L. D. & W. Ry. Co.) Report for five months ending June 30, 1899.

⁽¹⁾ Quincy, Carrollton & St. Louis Ry. Report for six months ending June 30, 1899.

STEAM

Table V.—Expen

		1.1551			
		A.—Op	erating E	XPENSES.	
1	2	3	1	5	
	EXPENSE	s Assign	ED TO OPE	SATION.	
NAME OF COMPANY.	Mainte- nance of way and structure.	numae of	Conduct- ing trans portation.	General ex- penses.	
1	TO THE				
1 Atchison, Topeka & Santa Fé Ry. Co., (The 2 Baltimore & Ohio R. R. Co	. 24,389	15, 359	78, 746	\$41,673 5,256	
3 Baltimore & Ohio Southwestern Ry. Co	. 364, 242	301, 423	1, 247, 052	93, 472	
4 Belt Railway Co, of Chicago (The) 5 Centralia & Chester R. R. Co	. 52,892 44,571	66, 808 10, 201	1,247,082 278,251 52,238	44,212 6,519	
6 Chicago & Alton R. R. Co. (The)	. 505,954	400,016	1,961,222	175, 194	
Bert Rahwy C. of Chicago Ine- Chicago & Alton R. R. Co. (The Joliet & Chicago R. R. Co. (The Joliet & Chicago R. R. Co. (The Chicago & Estern Illinois R. R. Lo Chicago & Grand Trons Ry. Co. The Chicago & Grand Trons Ry. Co. The Chicago & Grand Trons Ry. Co. The Chicago & Western Indiana R. R. Co. Chicago & Burlington & Northern R. R. Co. Chicago & Burlington & Northern R. R. Co. Chicago & Burlington & Sorthern R. R. Co. Chicago & Roy R. R. Co. C. R. Co. Chicago & Roy R. R. Co. R. C. C. Chicago & Roy R. R. Co. R. R. Co. Chicago & Roy R. R. Co. R. R. Co. Chicago & Roy R. R. Co. R. R. Co. Chicago & Roy R. R. Co. R. R. Co. Chicago & Roy R. R. Co. R. R. Co. Chicago & Roy R. R. Co. R. R. Co. Chicago & Roy R. R. Co. R. R. Co. Chicago & Roy R. R. Co. R. R. Co. Chicago & R. Co. R.	287,315	315,656	957, 965	\$6,589	
10 Chicago & Erie R. R Co	. 19,317	30,693	127,900	2,114	
11 Chicago & Grand Trunk Ry. Co. (The	39,656	45,016	178, 143	7.072	
13 Chicago & Illinois Southern R. R. Co					
14 Chicago & Northwestern Ry, Co	. 553, 955	602,621	1,398.054	90, 518	
16 Chicago, Burlington & Quincy R. R. Co	. 1,263,990	891,671	2,956,723	330, 222	
18 Chicago, Burlington & Northern R. R. Co					
19 Galesburg & Rio R. R. Co					
21 Quincy, Alton & St. Louis R. R. Co					
22 St. Louis, Rock I-land & Chicago R. B. Co. 23 Chicago Great Western Rv. Co.	138, 205	107.954	665, 172	58, 356	
24 Chicago Junetion Ry. Co	130,283	60, 635	491, 789	48, 480	
26 Chicago, Milwaukee & St. Paul Ry. Co	929, 194	430,519	1, 559, 920	116, 497	
27 Chicago, Peoria & St. Louis R R, Co. of Ill.	105, 417	133, 138	432,716	28, 525	
29 Peoria & Bureau Valley R. R. Co	303, 540	450,212	1,100,100	200,110	
30 Chicago Terminal Transfer R. R. Co	71,523	51, 126	266, 877	61, 750	
32 Cleve., Cin., Chi. & St. L., Ry. Co. (The)	505,604	485, 383	1,572,179	119,554	
34 Peoria & Eastern Ry. Co. (The)	154, 835	107,876	250, 503	9,585	
35 De Pue, Ladd & Eastern R R. Co	11.500	12 125	191 365	15 190	
37 Elgin, Joliet & Eastern Ry. Co	162,775	149,916	454,766	58, 121	
38 Pulton County Narrow Gauge Ry. Co 39 Galesburg Great Eastern R. R. Co.	22,043	5,543	14, 263	4. 189	
40 Illinois Central R. R. Co	2,088,677	1,653,063	5,033,653	347, 690	
42 Chicago, Havana & Western R. R. Co					
43 Chicago, Madison & Northern R. R. Co					
45 Chicago & Texas R. R. Co					
46 Kankakee & Southwestern R. R. Co					
48 Rantoul R. R. Co.					
50 St. Louis, Alton & Terre Haute R. R. Co					
51 Illinois Terminal R. R. Co	4,015	15 000	14, 947	496 5 000	
53 Chicago & Ohio River R. R. Co. (2)	9, 200	1,673	11,615	92	
li tialesburg & Ros R. R. Co. 10 Unines, Alton & St. Louis R. R. Co. 21 Unines, Alton & St. Louis R. R. Co. 22 St. Louis, Rock I sland & Chicago R. B. Co. 23 Chicago, Bornetton R. R. Co. 24 Chicago, Milwankee & St. Paul R. Co. 25 Chicago, Milwankee & St. Paul R. Co. 26 Chicago, Milwankee & St. Paul R. Co. 27 Chicago, Milwankee & St. Paul R. Co. 27 Chicago, Rock I sland & Parific Ry. Co. 28 Chicago, Rock I sland & Parific Ry. Co. 29 Peoria & Bareau Valley R. R. Co. 30 Chicago, Chica	36,521 185,141	29, 833 45, 999	171, 297 216, 225	26,691 15,360	

RAILROADS.

ditures in Illinois.

		BFix	ed Chargi	es and Sum Operating	MARY OF FI EXPENSES	XED CHARG	GES AND
6	7	8	9	10	11	12	13
Summ	ARY.	EXPEND	ITURES AS	SIGNABLE T	o Fixed C	HARGES,	SUMMARY.
-	Propor-		DESIGN	SATION.			
Total operating expenses. Cols. +3+4+5.	operat- ing ex- penses	Interest.	Rents.	Taxes.	Miscel- laneous.	Amount. Cols. 8+9+10+11	Total operating expenses and fixed charges.
\$1, 238, 488 126, 750	71.51 96.93			\$115, 143 19 796	\$4,741 8,217 4,400	\$451,924 42,414	\$1,690,412 169,164
2,006,219	73.00	340, 543		118,080	4,400	463, 023	2,469,242
112, 163	51.04		152,859	59, 500			654,522
113,529 3,048,386	126.00 56.42	361, 202	105,000	242, 952	4,723	36, 320 713, 877	149,849
1,647,558	53.33	849, 292	150,027	139,028		1 138 247	2,785,905 8,460
180,024	80.07	45, 913	14.589	35, 412		95, 914	275, 938
269,917	80.07 60.53	57, 176 193, 600	117,586	84,913	2, 152	261, 827 193, 600	531,741
2,845,148	62,37	809,699	2,490	138, 111	48, 726 194, 568 81, 025	999,026 840,298	3,814,174
5, 472, 606	60,33	645,730 1,007,519	97,275	380,684	194, 568 81, 025	840,298 1,566,803	
		160,000		21,297		181, 297 231, 756	181,297 234,756
		205,450		29,306		231,756 16,764	234, 756 ,16, 764
		69 792		13 532		83, 324	83, 324
		42,000		10,000		42,000	42,000
		175,000		58,780		233, 750	233.780
970, 717 731, 190	81.40 50.83	106,772	467 619	67,431		138, 208 585, 531 605, 202 505, 755	1, 108, 920
889, 567	42.13	138, 812	401,010	6,390	460,000	605, 202	1,316,721 1,494,769 3,541,885
889,567 3,036,130	52.40	356, 219		149,536		505,755	3,541,885
702,796	85.12	175,000 70,772 106,727 138,812 356,219 186,126		32,300	32,615	251,041	953, 837
3,050,938	53.02		125,000	194,850	9 940	319,850 2,240	3,370,788 2,240
451,606	40.37					649, 636	1, 101, 242
2,683,019	69.55	708,664		124.369		833,033	3,516,052
71, 439 522, 799	73.19	39,000		8,402	1,254	47, 402 186, 196	118,811
		157,621		27,321	1,254	186, 196	708,995
167,556	67.25	12, 285 300, 892	25, 150	3.273	1 002	41,710	209,266
855,578	56.31	300,892		48,681		349,573	1,205,151
46 038	89.41			2,666	1,002	36,681 600	600
9, 123, 083		1,315,413 5,000	67,322	866, 292	1,476,240	3,725,267 5,000	12,848,350 5,000
		152,882				152, 892 343, 500	152,882 343,500
		343,500				343,500	343,500
		65 000				65 000	65,000
		63,000				63,000	65,000
		60, 374				60.374	60,374 10,000
		65, 520				65 590	65,520
19,458	89.06	00,020				00,020	
158,396	64.21	45,600 14,513 51,638 58,760		17,834		63, 131	221,830
22,584 264,341	64.21 74.67 57.43	14,513	4 999	4,000		18,513 73,776	41.097 338, 117
465, 728	31.16	31,635	4, 332	17,806		90,605	556,333

Section Sect		A	OPERATII	ng Expense	s.
NAME OF COMPANY, Maintenance of structure.	1	2	3	4	5
nance of way and structure. nance of way and structure.		Expenses	Assigna	BLE TO OP	ERATION.
57 Lake Stric & Western R. R. Co	Name of Company,	nance of way and	nance of	Conduct- ing trans- portation.	ez-
57 Lake Krie & Western R. R. Co. 33, 821 51, 447 183, 53 58 Lake Shore & Blichigan Southern 44, 57 24, 58 59 Lake Shore & Blichigan Southern 44, 57 24, 58 50 Louisville & Roansville & St. L. Con. R. R. Co. 11, 637 2, 56 50 Louisville & Nashville & R. Co. 11, 637 12, 64 50 Louisville & Nashville & R. Co. 11, 637 12, 64 51 Louisville & St. L. Con. R. R. Co. 11, 637 12, 64 52 Louisville & Roansville & R. Co. 11, 637 12, 64 52 Louisville & R. Co. 11, 637 12, 64 53 Louisville & Nashville R. R. Co. 13, 56 54 Louisville & R. Co. 15, 638 167, 122 55 Louisville & R. Co. 15, 638 167, 122 55 Louisville & R. Co. 15, 638 167, 122 55 Louisville & R. Co. 15, 638 56 Louisville & R. Co. 15, 638 57 Chiescowood Competing & Eastern R. R. Co. 15, 638 58 Louisville & R. Co. 15, 638 58 Louisville & R. Co. 15, 638 57 Chiescowood Competing & R. Co. 15, 638 58 Louisville & R. Co. 15, 638 57 Chiescowood Competing & R. Co. 15, 638 58 Louisville & R. Co. 15, 638 58 Louisville & R. Co. 15, 638 58 Louisville & R. Co. 15, 638 59 College & R. Co. 15, 638 50 College & R. Co. 15, 648 50 College & R. Co. 15, 648 50 College & R. Co.	Jacksonville & St. Louis Rv. Co	\$39,688	\$11.635	\$67,358	\$18,576
20 Louisville, Evansville & St. L. Con. R. R. Co. 28,671 38,521 275,22 275,23 286,126 276,23 286,126 286,1	Lake Erie & Western R. R. Co Lake Shore & Michigan Southern	. 53,824 44,497	54,447 55,772	183,902 160,357	25,024 6,284
A Terminal R. R. Co. 153,505 107,128 540,44	LaSalle & Bureau County R. R. Co.	98 671	2, 163	9,422	25, 549
3 Fernman R. R. Co. 153,555 167,128 540,44	Louisville & Nashville R. R. Co	171,037	152, 461	125, 079	30, 151
Acron St. Louis & Cairo R. R. Co. The S. 506 167,128 167, 168 167	Michigan Central R. R. Co	94,200	65,215	271, 266	16,75
25 New York, Cheago & St. Louis R. R. Co (The) 9,563, 7,184 52,26					
25 New York, Cheago & St. Louis R. R. Co (The) 9,563, 7,184 52,26	Mobile & Ohio R. R. Co. (The)	183,505	107, 126	540, 406	36, 917
150 150	New York, Chicago & St. Louis R. R. Co (The	9.963	7.189	52.364	1.573
1	Omaha, Kansas City & Eastern R. R. Co.	831	231	1.657	177
Full-clurg, F. Washe & Chine R. Co. 10,000 1,577 141,51 141,51 15 141,101 141,51 15 141,101 141,51 15 141,101 141,51 15 141,101 141,51 15 141,101 141,51 15 141,51 1	Pawnee R. R. Co	2,465	157	3,915	160
Full-clurg, F. Washe & Chine R. Co. 10,000 1,577 141,51 141,51 15 141,101 141,51 15 141,101 141,51 15 141,101 141,51 15 141,101 141,51 15 141,101 141,51 15 141,51 1	Pennsylvania Co	193,342	208, 729	573, 710	
Second A. Cellin Second R. C. Collin Second R.	Pittsburg, Ft, Wayne & Chicago				
Second A. Cellin Second R. C. Collin Second R.	South Chicago & Southern R. R. Co				
Second A. Cellin Second R. C. Collin Second R.	Englewood Connecting Ry Co. (The)	101,062	71,377	441.547	6,56
St. Louis, Chiesgo & St. Paul Ry, Co. 11. 101, 38 1, 25 1, 24 1, 15 1, 2	Peoria & Pekin Union Ry. Co	54.014	47,910	232, 109	26,34 32,90 3,05 1,33
S. Louis, Balleville & Southern R. C. 0. 17, 40 4, 273 1, 214 1, 18 5, 10 1, 1	Peoria, Decatur & Evansville Ry. Co	. 245, 259	79, 796	268,534	32,900
S. Louis, Balleville & Southern R. C. 0. 17, 40 4, 273 1, 214 1, 18 5, 10 1, 1	Onings Cornellton b St Louis Pr. Co. (1)	. 13, 13%	2,422	15,414	3,05
S. Louis, Balleville & Southern R. C. 0. 17, 40 4, 273 1, 214 1, 18 5, 10 1, 1	Rock Island & Peoria Rv. Co.	130,631	79, 681	224,536	17,33
82 East St. Louis & Carondelet Ry. Co. 33 St. Louis, Avaidadia & Terre Haute R. R. Co. 44 Terre Haute & Peoria. 55 Loleide, Peoria & Vesterra Ry. Co. 56 Loleide, Peoria & Vesterra Ry. Co. 57 Loleide, Peoria & Vesterra Ry. Co. 58 Loleide, Peoria & Vesterra Ry. Co. 59 Waladah, Chester & Westerra Ry. Co. 50 Waukegan & Mississippi Valley Ry. Co. 50 Waukegan & Wissessippi Valley Ry. Co. 50 Waukegan & Wissessippi Valley Ry. Co. 51 Wissessippi Valley Ry. Co. 51 Wissessippi Valley Ry. Co. 52 Loleide, Co. 53 St. Co. 54 Chicago & Wisconsin Certral Co. 55 Co. 56 Co. 57 St. Co. 57 St. Co. 58 Co. 59 Co. 50 Co. 50 Co. 50 Co. 50 Co. 50 Co. </td <td>St. Clair, Madison & St. Louis Belt R. R. Co</td> <td></td> <td></td> <td></td> <td></td>	St. Clair, Madison & St. Louis Belt R. R. Co				
22 East St. Louis & Carondelet Ry. Co. 38 Louis, Vandalia & Terre Haute R. R. Co. 41 Terre Haute & Peoria. 5 Choledo, Peoria & Western Ry. Co. 6 Louis, Co. 7 Folica & Western Ry. Co. 8 Louis, Co. 9 Collega & Eastern Ry. Co. 9 Collega & Eastern Ry. Co. 9 Walsack Ry. Co. Thel. 9 Walsack Ry. Co. 9 Walsack Ry. Co. 9 Walsack Ry. Co. 10 Walsack Ry. Co. 11 Walsack Ry. Co. 12 Solo St. Collega Ry. Co. 13 Walsack Ry. Co. 14 Walsack Ry. Co. 15 Solo St. Collega Ry. Co. 16 Solo St. Collega Ry. Co. 17 Solo St. Collega Ry. Co. 18 Solo St. Collega Ry. Co. 19 Walsack Ry. Co. 19 Walsack Ry. Co. 10 Solo St. Collega Ry. Co.<	St. Louis, Belleville & Southern Ry. Co	. 37,430	4,273	2.163	65
22 East St. Louis & Carondelet Ry. Co. 38 Louis, Vandalia & Terre Haute R. R. Co. 41 Terre Haute & Peoria. 5 Choledo, Peoria & Western Ry. Co. 6 Louis, Co. 7 Folica & Western Ry. Co. 8 Louis, Co. 9 Collega & Eastern Ry. Co. 9 Collega & Eastern Ry. Co. 9 Walsack Ry. Co. Thel. 9 Walsack Ry. Co. 9 Walsack Ry. Co. 9 Walsack Ry. Co. 10 Walsack Ry. Co. 11 Walsack Ry. Co. 12 Solo St. Collega Ry. Co. 13 Walsack Ry. Co. 14 Walsack Ry. Co. 15 Solo St. Collega Ry. Co. 16 Solo St. Collega Ry. Co. 17 Solo St. Collega Ry. Co. 18 Solo St. Collega Ry. Co. 19 Walsack Ry. Co. 19 Walsack Ry. Co. 10 Solo St. Collega Ry. Co.<	St. Louis, Chicago & St. Paul Ry. Co. of Ill	. 101.37	6 117	26,565	13,64° 4,38
82 East St. Louis & Carondelet Ry. Co. 33 St. Louis, Avaidadia & Terre Haute R. R. Co. 44 Terre Haute & Peoria. 55 Loleide, Peoria & Vesterra Ry. Co. 56 Loleide, Peoria & Vesterra Ry. Co. 57 Loleide, Peoria & Vesterra Ry. Co. 58 Loleide, Peoria & Vesterra Ry. Co. 59 Waladah, Chester & Westerra Ry. Co. 50 Waukegan & Mississippi Valley Ry. Co. 50 Waukegan & Wissessippi Valley Ry. Co. 50 Waukegan & Wissessippi Valley Ry. Co. 51 Wissessippi Valley Ry. Co. 51 Wissessippi Valley Ry. Co. 52 Loleide, Co. 53 St. Co. 54 Chicago & Wisconsin Certral Co. 55 Co. 56 Co. 57 St. Co. 57 St. Co. 58 Co. 59 Co. 50 Co. 50 Co. 50 Co. 50 Co. 50 Co. </td <td>St. Louis Merchants' Bridge Term, R. R. Co.</td> <td>26.708</td> <td>18,795</td> <td>124, 757</td> <td>9,47</td>	St. Louis Merchants' Bridge Term, R. R. Co.	26.708	18,795	124, 757	9,47
82 East St. Louis & Carondelet Ry. Co. 33 St. Louis, Avaidadia & Terre Haute R. R. Co. 44 Terre Haute & Peoria. 55 Loleide, Peoria & Vesterra Ry. Co. 56 Loleide, Peoria & Vesterra Ry. Co. 57 Loleide, Peoria & Vesterra Ry. Co. 58 Loleide, Peoria & Vesterra Ry. Co. 59 Waladah, Chester & Westerra Ry. Co. 50 Waukegan & Mississippi Valley Ry. Co. 50 Waukegan & Wissessippi Valley Ry. Co. 50 Waukegan & Wissessippi Valley Ry. Co. 51 Wissessippi Valley Ry. Co. 51 Wissessippi Valley Ry. Co. 52 Loleide, Co. 53 St. Co. 54 Chicago & Wisconsin Certral Co. 55 Co. 56 Co. 57 St. Co. 57 St. Co. 58 Co. 59 Co. 50 Co. 50 Co. 50 Co. 50 Co. 50 Co. </td <td>St. Louis Merchants' Bridge Co</td> <td></td> <td></td> <td></td> <td></td>	St. Louis Merchants' Bridge Co				
82 East St. Louis & Carondelet Ry. Co. 33 St. Louis, Avaidadia & Terre Haute R. R. Co. 44 Terre Haute & Peoria. 55 Loleide, Peoria & Vesterra Ry. Co. 56 Loleide, Peoria & Vesterra Ry. Co. 57 Loleide, Peoria & Vesterra Ry. Co. 58 Loleide, Peoria & Vesterra Ry. Co. 59 Waladah, Chester & Westerra Ry. Co. 50 Waukegan & Mississippi Valley Ry. Co. 50 Waukegan & Wissessippi Valley Ry. Co. 50 Waukegan & Wissessippi Valley Ry. Co. 51 Wissessippi Valley Ry. Co. 51 Wissessippi Valley Ry. Co. 52 Loleide, Co. 53 St. Co. 54 Chicago & Wisconsin Certral Co. 55 Co. 56 Co. 57 St. Co. 57 St. Co. 58 Co. 59 Co. 50 Co. 50 Co. 50 Co. 50 Co. 50 Co. </td <td>St. Louis, Peoria & Northern Ry. Co</td> <td>. 50, 727</td> <td>86,911</td> <td>299, 974</td> <td>29, 82 25, 61</td>	St. Louis, Peoria & Northern Ry. Co	. 50, 727	86,911	299, 974	29, 82 25, 61
82 East St. Louis & Carondelet Ry. Co. 33 St. Louis, Avaidadia & Terre Haute R. R. Co. 44 Terre Haute & Peoria. 55 Loleide, Peoria & Vesterra Ry. Co. 56 Loleide, Peoria & Vesterra Ry. Co. 57 Loleide, Peoria & Vesterra Ry. Co. 58 Loleide, Peoria & Vesterra Ry. Co. 59 Waladah, Chester & Westerra Ry. Co. 50 Waukegan & Mississippi Valley Ry. Co. 50 Waukegan & Wissessippi Valley Ry. Co. 50 Waukegan & Wissessippi Valley Ry. Co. 51 Wissessippi Valley Ry. Co. 51 Wissessippi Valley Ry. Co. 52 Loleide, Co. 53 St. Co. 54 Chicago & Wisconsin Certral Co. 55 Co. 56 Co. 57 St. Co. 57 St. Co. 58 Co. 59 Co. 50 Co. 50 Co. 50 Co. 50 Co. 50 Co. </td <td>St Louis Bridge Co</td> <td>91,515</td> <td>5 34.203</td> <td>232,034</td> <td>23,111</td>	St Louis Bridge Co	91,515	5 34.203	232,034	23,111
St. Collists aligned at erfer frame fr. R. Co. 18, 705 50, 575 295, 58 70 felo, Petrin & Western R. R. Co. 18, 705 50, 575 295, 58 70 felo. St. Loma & Kanwas City R. R. Co. 18, 705 62, 58 52, 58 70 felo. St. Loma & Kanwas City R. R. Co. 18, 705 62, 58 62, 57 62, 58 62, 57 62, 58 62, 57 62, 58 62, 57 62, 58 62, 57 62, 58 62, 57 62, 58 62, 57 62, 58 62, 57 62, 58 62, 57 62, 58 62, 57 62, 58 62, 57 62, 58 62, 57 62, 58 62, 57 62, 58 62, 57 62, 58 62, 57 62, 58 62, 57 62, 58 62, 57 62, 58	Terre Haute & Indianapolis R. R. Co	. 251,563	262, 117		
St. Coulis, Valudina & Ferre Insure R. R. Co. 18,705 50,575 295,576 70 feels of People	East St. Louis & Carondelet Ry. Co				
6 Toledo, Peoria & Western Ry. Co. 185, 768 90, 575 39, 55 6 Toledo, St. Couns & Kaussas City R. R. Co. 124, 739 96, 256 396, 57 7 Toluca & Eastern R. R. Co 1, 80 4, 80 4, 81 8 Wabash R. K. Co The 622, 663 644, 567 2, 118 9 Walash, Chester R. Western R. R. Co. The 22, 88 6, 40 22, 78 9 Walash, Chester R. Western R. R. Co. 3, 100 2, 50 11, 80 11 N. Walash, Chester R. Western R. R. Co. 7, 65 57, 53 326, 60 12 Chicago & Wisconsin R. R. Co. 30 20 20 32	St. Louis, Vandana & Terre Haute R. R. Co				
	Toledo, Peoria & Western Rv. Co.	186, 769	90.875	39N, 527	30,68
	Toledo. St. Louis & Kansas City R. R. Co	. 124, 739	96,256	365, 217	24,663
	Toluca & Eastern R. R. Co	. 1,836		3,437	1,00
	Wabash R. R. Co (The)	. 632,063	694,567	2,116,812	79,59
	Wandash, Chester & Western R. R. Co. (The).	22,784	6,640	27, 773	6,42
	Wisconsin Central Co	77, 678	57, 753	219, 613	32.69
	Chicago & Wisconsin R. R. Co		31,100	340,040	
Total \$11,735,571 89,230,959 833,051.00					
	Total	. \$11,735,571	189,330,959	\$33,051,001	82, 618, 43

⁽¹⁾ Chicago & Ohio River R. R. Co., report for seven mouths ending January 31, 1899.

⁽²⁾ Chicago & Ohio River R. R. Co. (operated by I. D. & W. Ry. Co.). report for five months ending June 30, 1899.

⁽¹⁾ Quincy, Carrollton & St. Louis Ry., report for six months ending June 30, 1899.

Concluded.

			(PERATING	EXPENSES.	XED CHARG	
6	7	8	9	10	11	12	13
SUMM.	ARY	Expend	ITURES ASS	SIGNABLE T	o Fixed Ch	ARGES.	SUMMARY.
	Propor-		DESIGN	ATION.			
Total operating expenses Cols. 2+3+4+5.		Inferest.	Rents.	Taxes.	Miscel- laneous,	Amount. Cols. 8+9+10+11	expenses
8140, 260	77, 66 55, 26 59, 16	835, 500 86, 362	8960	814, 136	\$211	\$50,807 299,719	8191,067
317, 197 266, 910	55,26 59,16	86, 362 30, 114	6,756	27,416 66,187	185,941	259,719 193,057	616,916 369,967
11,5%7	61.60	00,111		7607		769	12,356
481, 238 778, 728	71.22	239, 369 285, 962		31,735	78,635	349, 743	831,081
778, 725	74 59	285,962		48,301		334, 263	1,112,991
447, 462	89.67	14.831 36,733	57,356	41,459		113, 649 36, 733	561, 111 36, 733
		30, 130					
867,951	St. 47		211 898	37,700		279.508	1.147,552
		160,000			5,000	165,600	165,000
71,082	78.85	27.195		24,467	3,861	55,698	125,750
9 809	St 00.	2,921	98 855	919		90 947	99 770
2,892 6,703	84.00 52.58	2, 921	23,000	9°12 519	250	29,847 3,699	32, 739 10, 402
980, 982	182.00	5,051	129,726	115,931		245, 660	1, 226, 642
		3,435			1	3 135	3 435
		30, 171			818	30, 989	30,989
	83.61	8,085	14 611	102,906	110 500	8, 055 294, 926	8,085
640, 340	99.61	63,681 157,155 271,110 42,600 4,607 25,000	14,511	102,306	113,525 69,451 735 223	294, 926	918, 472
360 376	48,96	157 155		40 000	69 451	266,606	626,982
626,528	90.61	271, 110	30, 140	37,588	735 223	339,573	966, 101
34,023	70.16			5,251	223	5,474	39, 497
20,061	91.13				1	1	20,062
452, 226 5, 970	64.58	12,000		39,302		81,202	533, 528
5,970 44,550	110.49	4,607		2,114		6,721 27,008	12,691 71,559
361, 703	106.95	58 740		18 718	1	77 #59	439, 162
59,886	80.20	31 729		5.285		77, 459 37, 014	96, 900
179, 731		87,500	60,600	11,752		159, 252	338,986
	79,97						
497, 435	79,97 37,78	61,410	000.000	23,996		85, 436	582,871
319 390	01.10	213, 852	296,950	48,691	21,000 1,742	636, 641 245, 594	956,031 245,594
1,679,292	72.01	210, 592	659,630				2,343,159
1,010,202	12.01	7,067	000,000	2,110	19, 142 379, 715	26, 269	26,209
		179,911		65, 801	379, 715	625, 430	625, 130
		179,911 111,500	23,800	21,611		156,914	156,914
706,853	72 37 71 00	221,062					976, 306
	71 00	216,000				253, 495	861, 375
6 267 3,523,332	122 60 73.43	4,520		232, 385	40 400	5,002	11,269
63,620	SI 10	866,732 31,500	234, 351	5, 411	18,480	1,351,948 39,911	4,875,280 103,531
21,654		34,300	12,000	307		12,307	33,961
517, 760			231.073	18,050		269,360	757, 129
	10120			2.40.0	1	200,000	1 11, 120
\$56, 741, 935	63.68	814, 149, 881	83 375 966	81.317.928	\$3 246 919	\$25,090,693	\$81.532.631

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15	Net	loss per mile of road	9
Ξ	ros	earnings per mile of id (including track- erights)	중 국회 국 의 의대 의 의 의 국회에서
13	ros	enses per mile of d (including track- erights)	2 4 6 5 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
2]	Gro ope	ss earnings from eration per mile of	\$5.575 \$6.575
Ξ		Freight earnings per mile of road (including track- age rights)	英名 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
01	10.	Average amount received for each ton of freight. Dollars and cents	0.033% 1.51231 1.51231 1.51230 0.05700 0.05700 1.31539 1.31739 1.81772 1.81772 1.81772 1.81772 1.81772 1.81772
6.	PKAFF.	Average distance haul of one ton, in miles	25 27 28 29 29 29 29 29 29 29 29 29 29 29 29 29
x	FREIGHT TRAFFIC.	Number of tons carried one mile	10, 200, 700 10, 200, 700 10, 100, 100 10, 10
t-		Number of tons of freight carried earning revenue.	2 644.897 10.6 699 2 805.80 2 805.80 3 644.60 4 622.00 4 44.83 1 443.85 1 505.80 1 505.80 1 505.80 1 505.80 1 505.80 1 505.80 1 505.80 1 505.80 1 505.80
9		Passenger earn- ings per mile of road (including trackage rights)	81, 500 1, 800 2, 1, 837 3, 532 4, 939 1, 614 1, 721 1, 721 1, 721 1, 721 1, 721 1, 721
10	FFIC.	Average amount received from each passenger. Dollars and cents	242282 242247 105134 105134 17354 17354 17355 60147 60147 882283 885275
-	R TRAFFI	Average distance carried, in miles	52 8 5 5 8 5 5 8 5 8 5 8 5 8 5 8 8 5 8
m	PASSENGER	Number of passen- gers carried one mile.	2, 384, 772 30, 908, 659 11, 102, 831 18, 131, 909 12, 113, 669 100, 723, 337 6, 397, 577
23		Number of passen- gers carried earn- ing revenue	128, 230 870, 340 11, 784, 368, 389 12, 388, 389 11, 787, 388 11, 787, 388 11, 684, 101 1311, 674, 101
1		NAME OF GOMPANY,	A March Marc

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								500	:		:	:							:																		:	:			1,262		:
11, 432	7,594	2,367	1 467		66, 724	3,941	80		3,545		:	:										1,165	7	1.838	710	356	9, 121	1.15	1.145	1 946	1.47	220			1, 225		1,011		0553	597			
12, 900	5,141	5,406	0.00		138, 705	5,036	125	3, 427	5,716	:	:										10,00											7,555			5,401		8,769		1,199	745	31,645		
24, 332	12, 735	7,773	9.00		216,659	9,027	7	2,868	9,262	:	-										14,479	3,256	252	4, 293	5,703	1.563	4.712	32, 178	2,970	4.359	5, 787	8,425			6,633		4,780	-	1, 782	1,416	17,383		
17, 262	:	5,919	125			8,719	463	2, 633	6,018											:		2,043	376	3,897	4,938	006	8,208	15, 205		2 76×	72.00	5.911			5,153		2,680		1,089	1,053	10, 753		
2005		91869	91450			36954	70151	32613	95:104		:											95508	1.22836	42218	62276	71536	92235	06406		76176	61500	17000			. 60872		.05361		.03018	48933	23007		
105.03	:	169.75	3 2				30.00		_	:	:	:	:						:		-		3	57	69.00	365	152	Ξ		29	7	00			127.60		11.40	:	5	ó	54	-	
437, 200, 948 105.03		446,834,575	79, 243, 854	octore to			1,220,790																814	328	50,808,018	107	3	988		17.0	127	46, 792, 395			173, 475, 935, 127, 60		10, 782, 855		194, 901	116, 220	61, 251, 980		
4, 162, 730		2, 632, 303	535,316			8, 972, 438	40,693	81.036	10, 606, 309	:		:										165	19	696	739	138	130	3.2.11	117	567	1.053	2, 117, 713			1,359,536		913, 060		26,925				
6,362	7.65	2,817	1.713			125	374		2,416	:	:	-				-						1, 157	20	458	763	595	1,375	16, 703		1.237	2,171	2.514			1,47		2,002		201	363	3, 721		
98198	06200	70172	77263			20110.	41109		.25195	:		:								:	0.000	1000	31809	52257	.51754	.44183	.58346	12303		.76726	1.05700	39996	:		.89301		29535		04502	67977	40706	:	
2		43.00							13,52	:	:	:	:	:	:					:												18.00	:	:	44.92		18.50		4.5	3.5	20.53	:	:
71, 413, 582		60, 439, 408	8, 373, 679	and to to to		450, 150	774, 343		165, 173, 438															507	2,506,111	739	983	227		6	13, 873, 808	6, 257, 660			9, 147, 317		2, 245, 200		55,524	98,000	4, 220, 451		
m :	806,218	1,404,976				27,445	36,612		12, 220, 267	-															112,853							344, 786			203,640		121,410		22, 281	11.000	200,564	:	
R. Co.	: د	(The)	96.0	P	3	3	v. Co	E.C.O.	-		000	0	K. Co.	Co.	R. Co.							y. Co.	Co. (5)	(The)	-	v. Co.	Co	000	0.00	0	ô	Co.	R.Co.		(L)pe	r. Co.:	(The)	(The)	E.Co	:	:		3

^{99 10-18.} R.P. 185, Co. 199 10-18. R. 187, Co. 189 10-18. R. 187, Co. 181,
$T_{elb}lc$ I'I.--Continued.

			######################################
22	Net	loss per mile of road	8
=	roa	earnings per mile of d (including track- rights)	\$20,777 170 170 170 170 170 170 170
- 2	ros	enses per mile of d (including track- rights)	926 - 27
22	Gro- ope- roa	ss earnings from ration per mile of	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
Ξ		Freight earnings per mile of road (including track- age rights)	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
2	5	Average amount received for each ton of freight. Dollars and conts	NUBLE STATES OF THE STATES OF
	TRAFF	Average distance hand of one ton, in miles	25 25 25 25 25 25 25 25 25 25 25 25 25 2
	PREIGHT TRAFFIC	Number of tons carried one mile.	51, 405, 675, 171, 171, 171, 171, 171, 171, 171, 1
-		Number of tons of freight carried earning revenue.	213, 540 214, 175 24, 175 24, 175 25, 105, 001 27, 105 27, 105 28, 175 28, 175 28, 175 29, 175 29, 175 20, 1
ç		Passenger earn ings per mile of road (including trackage rights)	2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
20	TRAPPIC.	Average amount received from each passenger D Pars and cents	57278 57278 58977 58975 42851 14851 16457 16457 16457 18909 1 05477 35421
-	n Tra	Average distance carried, in miles	2 2228 22
250	PASSENGE	Number of passer- gers carri done mile	4,475,189 10,100,100 10,100 10,
21		Number of passen- gers carried earn- ing revenue	111, 673 201, 027 201, 027 201, 027 201, 027 201, 027 201, 020 201, 020 201
1		NAME OF COMPANY.	The factor of State Britanian and the factor of the factor

102 Chicago & Wis. R. R. Co			:	:			10 Wisconsin Central Co. 24, 600 5, 503, 501 37, 50 5,	2 :	17110	7,276	10,702	7, 834 12, 868	900	103
 Totals	37, 329, 824	893, 196, 189	23 93	48399	\$1,9337	13, 335 755	37, 329, 834 503, 196, 18.) 23 99 4, 983 73, 333 755 7, 603, 712, 188 103, 68 5, 012 7, 584 4, 890 2, 754	103.68	20008	5,012	7.554	4,830	2,754	

(1) Quincy, Carrollton & St. Louis Ry. Report for six months ending June 36, 1989.

(1) Quincy, Carrollton & St. Louis Ry. Report for six months ending June 36, 1989.

— к. R.

Chassified Everiable Treadile in History for near condina June 30 1899

Ξ		Hides and, leather	86.97 26.07 26.07 26.07	57	834	13, 742	17, 632			1.967	5,751
_		leather		. 2002						: :	
22		Wool	1,0% 107 926		8		5,346			317	500
22	NIMALS	Poultry,game and fish	1, 602	2	1,573	1,439	11,721			1.058	1,659
=	Products of Animals.	Other pack- ing house products	61,825 23,065	6,110	7,037	11, 617 99, 511	24, 730			6, 652	16,753
01	PRoDU	Dressed meats	8, 85 8, 828 8, 858 8, 858	54,785	3,015	4,971 140,892	30,795				30,603
6		Live stock	73, N75 53, 928 41, 626	131,085	53,489	112, 412	304,167			32, 190	99.118
æ		Fruit and vegetables.	21, 440 16, 697 14, 690	25, 729	35,681	6,103	184, 711			13,975	24, 191
t-		Cotton	2, 849 18, 516	25 X	-	11,508	1,339			1.233	2
g	CULTURE	Tobacco	5,419 14,169	15	388	250	4,359			22	4,035
2	7 AGRE	Hay	7, 015 23, x47	14,350	35, 267	1.823 1.866 1.966	41,416			1,569	55.5
-	Products of Agriculture	Other mill products	4, 839 12, 037 23, 476	20,336	10, 232	28,941 28,941	63, 693			7.91	24,325
22	Рко	Flour	15, 254 40, 651 32, 400	26,518 26,912	12,953	5,564	102, 377			55.543 82.043	65,578
01		Grain	261, 402 261, 402 281, 365	6,687	282,344	28, 103 321, 279	601, 905			107, 710 35, NON	
		NAME OF COMPANY.	1 Atchison, T. & S. F. Rv. Co (The). 2 Baltimore & Ohio R. R. Co. 3 Baltimore & Ohio Southwin Ry. Co.	SCentralia & Chester K. R. 36. Chicago & Alton R. R. Co. (The)	Schicago & Eastern Illinois R. R. Co	3 Evansville, L. J. & Cal. Ry. Co. 10 Chicago & Brie R. K. Co. 11 Chicago & Grand Trunk By. Co. 12 Grank Trunk Junction Ry. Co.	sago & Northwestern Ry. Co.	Burlington & Quincy R. R. Co. ricago & Iowa R. R. Co. Burlington & North B. R. Co.	Galesburg & Rio R. R. Co. Hlinois Valley & North'n R. R. Co.	Quincy, Alton & St. Louis K. R. Co. 22 St. L., Rock Island & Chl. R. R. Co. 23 Chicago Great Western By, Co. 23 Chicago Junction Ry. Co.	Lake Shore & Eastern Ry Co.

********	22222222222	8558282888888	987444444444683888888888
2, 35, 901 1, 691 10	8	\$, 050 \$, 050 \$30 \$11, 952 11, 952	
2,309		5, 682 637 4, 479 8, 552	108
4,734 169 177 115	1.288	7, 368 7, 368 7, 524 444 444 8, 88 8, 88 1, 223 1,	2, 413 314 271
18, 392 5, 667 3, 176 29	130, 243	71, 678 15, 096 19, 096 93, 722 93, 042 8, 603	3, 614 3, 644 1, 073
29, 55 7, 55 12, 75 12,	7,322	192, 812 103 32 1, 252 88, 103 13, 379 91, 463	35. 35. 35. 35. 35. 35.
24, 209 24, 835 16, 718 2, 617	328, 600	22, 621 22, 631 32, 631 32, 631 32, 631 32, 631 15, 631 13, 631	11, 140 1, 760 4, 569 6, 549 15, 804 5, 966
25,5 25,5 21,072 21,072 21,072	274,085	4, 5, 224 6.30 4, 3, 5, 224 1, 5, 224 6, 3, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5,	30,019 27,640 3,847 3,475 14,556 1,329
25.25 25.25 25.25 25.25 26.25	100, 438	4, 2, 3, 870 4, 2, 3, 870 4, 550 4, 550 4, 601	30, 940 2, 934 2, 233
6,557 737 590 29	12, 459	4, 281 104 2, 015	
36,605 455 5,016 1,443 619	78, 941	23.831 2.605 2.5233 2.605 2.6	2, 086 2, 086 17, 891 4, 177
44, 158 7, 389 21, 487 4, 252 45	86, 033	14, 719 1, 511 1, 511 28, 929 35, 477	83. 83. 4. 914. 524. 524. 524. 524. 524. 524. 524. 52
73, 757 93, 758 10, 664 8, 212 453	109, 114	17, 22, 21, 187 17, 22, 267 17, 22, 267 17, 22, 267 17, 22, 267 24, 257, 342	888 6831 7, 888 12, 7269 12, 7769 513
381, 861 189, 172 156, 552 156, 552 891, 061 6, 976	133 256	262, 693 271, 192 276, 693 276, 264 276, 264 276, 264 277, 288 347, 635	145,897 160,157 14,010 26,778 25,740 25,740 4,424 155,336 14,375
Linguago Terminal Transfer R. R. Co., Lingua Chino Transfer Ry, Co., Kanaka Chino Transfer Ry, Co., Franka Ene Sem Ry, Co. (The Pennak Ene Sem Ry, Co. (The John J. Lonis, Commert R. Ry, Co., Seat St. Lonis, Commert R. Ry, Co., Ellin, Jolles & Essnerr Hg, Ry, Co., Philon, Co., Narrow, Gauge Ry, Co., Philon, Co., Narrow, Gauge Ry, Co.,	Blue Island R. K. Co. Blue Island R. K. Co. Have World R. K. Co. China Madhan & World R. K. Co. China Madhan & World R. K. Co. China Madhan & World R. K. Co. Kandan & World R. K. Co. Kankeloo & Southwest R. Loy R. Co. Ramand R. R. K. Co. South Olavaso R. K. Co. L. Alton & K. Co. L. Alton & Harte R. K. Co. J. L. Alton & Harte R. K. Co. J. L. Alton & Mannal R. K. Co. J. L. Alton & Mannal R. K. Co. J. L. Alton & M. Co. J. L. Alton & W. Co. J. L	Chicago & Ohio River R. R. Co. Co. 20 and Illinois & lowa R. R. Co. (The low Statemark R. Co. (The lake State Chairs R. Co. Lake Eric & Western R. R. Co. Lake Brote & Breat Court R. R. Co. Lake State & Breat Court R. R. Co. Lake State & Breat Court R. R. Co. Lawardle & State Court R. R. Co. Lowardle & State Court R. R. Co. Lowardle & State Court R. R. Co. Lowardle & Nacholing R. R. Co. Additional R. R. Co. R. Co. R. Co. R. Co. R. R. R. R. Co. R. R. R. R. Co. R. R. R. R. R. Co. R.	A Second

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		PROL	PRODUCTS OF	AGRIC	Ачиноплине.	ni.			PROD	PRODUCTS OF ANIMALS.	NIMALS		
NAME OF COMPANY.	Grain	Flour	Other mill products	Hay	Tobacco	Cotton	Fruit and vegetables.	Live stock	Dressed meats	Other pack- ing house products	Poultry.game and fish	Wool	Hides and leather
Carrollton & St. L. Ry. Co. (1)	155,743	378	152	4. 4.4.2	3		1,230	2,092	25	28	47.7	156	128
83 St. Clair, M. & St. L. Beit K. R. Co. 83 St. L. Bell-ville & Southern Ry.Co. 81 St. L., Chi & St. Paul Ry Co. of III.	51,291	30,857	14.515	1,175	21	9	1,663		=	102		121	51
85 St. L. Indianapolis & East'n R R.Co 86 St. L. Mer. Bridge Terminal Ry. Co	15,400	4,010		6,725			15, 238	14, 165		1,146			
88 St. Louis, Peoria & Northern Ry. Co. 89 Terminal R. R. Ass'n of St. Louis.	26,308		5, 452	21,520		230	27,902	30,360		22, 162			
St. Louis Bridge Co Terre Haute & Indianapolis R.R.Co East St. L. & Carondelet Ry. Co.	302, 453	18, 565	47,230	25, 892		99,840	46,768	1 1	21 22 23 23 24	5,440	57	172	9,830
Terre Haute & Peoria R. K. Co.	2N5, 093	7,022	59,609		200	625	5.435				1,275 8,710		328
Toledo, St.L. & Kansas (117 K. K.Co Tolnea & Eastern R. R. 10 Wabash R. R. Co. (The Wabash, C. & W. R. R. Co. (The)	391,456 7,066	20°26 11°326 20°26 11°326	62, 408	21, 787	1,532	3	2 .2 2 .2 174 174	99.83			2	-	12,605
100 Waukegan & Miss. Valley Ry. Co 101 Wisconsin Central Co 102 Chicago & Wisconsin R. R. Co	10, 852	76, 43%	14, 907	3,657	1, 229		148,567	15,103	783	3,928	1,430	509	5, 602
Totale	9 844 895 1 443 477	1 443 477	296 005	480 867	76.931	467.479	1.314.049	467, 472 1.315, 049 2, 491, 121 1, 100, 057 1, 029, 114 100, 050	1, 100, 057	1,029,114	100,050		51, 177 172, 036

Table VII.—Classified Freight Traffic in Illinois—Continued.

		-mm+mm-xxx5=2023=255=25858888888853
53	Tile	2 8 2 2 2 2 2 3 2 3 3 3 3 3 3 3 3 3 3 3
92	Household goods and furniture	7, 454 1, 200 1, 200 2, 200 2, 200 2, 200 3, 200 4, 200 4, 200 4, 200 4, 200 5, 200 6, 200 6, 200 7,
58	Wines, liquors, beers, etc	2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2
75	Wagons, car- riages, tools, etc	2 3 3 6 6 8 6 8 6 8 6 8 6 8 6 8 6 8 6 8 6
83	Agricultural implements	2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2
28.	Cement, brick and lime	28, 28, 28, 28, 28, 28, 28, 28, 28, 28,
MANUFACTURES.	Bar and sheet metal	98, 1112 98, 1112 11, 941 14, 941 18, 361 18, 361 18, 361 18, 361 18, 362 18, 363 18,
20 MAN	Machinery	10. 453 15. 2140 10. 100 11. 2. 467 12. 467 12. 467 12. 467 13. 467 14. 471 11. 471 12. 532 12. 532 12. 532 12. 532 12. 532 12. 532 12. 532 12. 532 13. 532 13. 532 13. 532 13. 532 13. 532 14. 532 15. 532 15
6	Iron and steel	2.4.8. 2.10. 2.4.8. 2.4
83	Iron, pig and bloom,	5, 200 5, 700 6, 700 16, 694 1, 20 1, 20 1
=	Naval stores	20 20 20 20 20 20 20 20 20 20 20 20 20 2
91	Sugar	88 9 2 2 2 3 8 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2
52	Oils	21, 23, 23, 23, 23, 23, 23, 23, 23, 23, 23
	NAME OF COMPAPY.	Achieva Tro, 88 - 18; Co. (70-) Ballimore & Ohjo R. R. Co. Ballimore & Ohjo R. R. Co. Cuttanila & Chenter R. R. Co. Cuttanila & Chenter R. R. Co. Chinace & Alone R. R. Co. Chinace & Alone R. R. Co. Chinace & Market R. R. Co. Chinace & Chinace R. R. Co. Chinace & Chinace R. R. Co. Chinace & Western Trans. In surface R. Co. Chinace & Western Trans. In surface R. Co. Chinace & Western Trans. In surface R. Co. Chinace & Western R. R. Co. Chinace & Chinace & Chinace & Chinace R. Co. Chinace & Chinace & Chinace & Chinace R. Co. Chinace &

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8 8 8 8 8 8 8 9 9 8 8 9 9 8 8 9 9 9 8 8 9 9 9 8 8 9	353, 727
68. 779 6. 600 6. 60	494,780
2, 239 2, 239 2, 249 2, 249	469, 436
20.00	1,384,791 1,266,809
23, 2855 24, 2855 25, 255 26, 255 27, 277 27, 285 27, 275 27, 275 275 275 275 275 275 275 275 275 275	
73, 877 6, 6, 88 8, 88 8, 88 8, 88 1, 278 1, 278 1, 286 1, 286	1,048,137
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1	740,992
94, 055 17, 094 17, 094 18, 095 18, 095 19, 18, 095	285,070 45,574 1,501,357
77 77 77 77 77 77 77 77 77 77 77 77 77	45,574
20,000 20 20 20 20 20 20 20 20 20 20 20 20	
75, 46.68 11, 2002 11, 2002 11, 2002 12, 2002 12, 2003 12, 2003 12	1, 220, 373
R. Co. R. Co. R. Co. R. Co. G. Co. R. R. R. Co.	
A construct R. R. Co. Bless, We christian R. R. Co. Bless, We christian R. Co. Charles & Chine R. R. Co. Charles & Chine Chine R. Co. Chin R. Co. Chin R. Co. Chin R. Co. Chin R. Co.	
E22 535 53 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Totals
2882828282828282828282828282828282888888	

Table VII.—Classified Freight Traffic in Illinois—Continued.

25	Tota Co	al tonnage, ds. 2 to 37 in-	635.072 2,481.397 1,774,013	106, 698 212, 780, 212	3,544,595	1, 443, 434	6, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6
37	Mise	rellaneous	# P-15	615, 254	95, 103	20, 273	60, 902 136, 516 136, 516 128, 233 128, 233
36	Ice			5 6 5 6 5 6 5 6 5 6	3,667		556, 417 113, 142 33, 764 1, 040 1, 014 35, 547 21, 517
32	Mer	chandise	25. NO. 25. NO	2 5 2 5 2 5 3 5 3 5	62, 190	12,858 160,779	556, 417 33, 761 1, 014 21, 517
34	Pro	ducts of forest.	31, 215 39, 297 147, 820	15,945	289,896	39,023	865 25,268 27,268 33,268 34,383 34,383
33		Salt		3,375	1.664	222	25 20 27 27 29 29 29 29 29 29 29 29 29 29 29 29 29
25		Stone, sand and other articles	30,025 115,972 60,515	11.358	156, 138	2,418 11,551	316, 834 374, 541 371, 541 31, 554 31, 558
75	MINES	Ores	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	1,101	7.83	21 to 21 to	82 121 803, 418 803, 418 803, 418 803, 418
8	PRODUCE OF MINE	Coke	17, 851 519, 624 17, 092	5230	1.34	32, 22,	1, 3, 5, 6, 8, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,
29	- Pice	Bitnminous coal	163, 996 622, 786 111, 102	\$12,211	2, 168, 650	22, 501	1,000,755 4,7,0% 98,2% 472,5% 137,65 650,88
28		Anthracite coal	209, KB	59,100	14.314	18. 23. 23. 23. 23.	22, 005 75 Rgs 77 Rgs
		NAME OF COURSY.	Atchison, Topeka & Santa Pe Ry.Co., (The). Baltimore & Ohio R. R. Co.	ಯಲಲ	7 Joliet & Chicago R. R. Co., (The)	Byansville, Terre Hante & Chiengo Ry. Co. Chiengo & Grie R. R. Co. Chiengo & Grand Trunk Ry. Co., (The)	The Parameter III of the III of the III of I

2, 632, 303 610, 549 535, 316	140 2, 846, 148 610 40, 698 260 10 006, 309			165 139 139 139	3, 295, 598 117, 594 117, 594 567, 370	2, 117,	943,060 19,370 1,128,102	218, 719 516, 068 43, 478
51,406 8,070	247			2,032 17,874 64,872	273, 164 33, 552 16, 696	176.419	46,666 538 99,151	61,648 38,142 1,269
17,270	17, 130	1		69	36,702	87,269		
324, 737 45, 994 49, 968	16,365			6, S10 823, 7, 164	-	227, 012	17,792	2, 2, 2, 2, 1, 2, 1, 1, 50
291, 873 36, 831 50, 402	41, 125 1,029			12,521 13,223 13,160 11,160	00 25 13 25 13 13 13 13 13 13 13 13 13 13 13 13 13	322, 811	23, S19 1, 020 18, 888	19, 452 103, 692 8, 293
19,568 198 3,518	75 502 175 22			2,107	-10	39, 603	15, 125	2,779
136.816 13,608 10,355	199,232			3, 68. 1, 86. 1, 85. 1,	25.977 559.141 24.561	51,734	6,048	27,013 14,061 354
13,032 1,587 375	10, 109			28, 475	1,615 31,218		1,256	3, 107
81,640 13,823 15,470	38, 222			5, 539 24, 572	62.852 25.352 25.155 25.155	3,038	180, 231	12,070 1,901
430, 877 49, 212	25, 447 25, 447 3 349 658			21,370 63,506 179,987	22,23 145,596 237,9270 237,651	20,256	34, 098 350 96, 463	94, 643 59, 005 4, 018
33,173 5,185 5,487	119, 995			361 151 13,252 13,304	21. 21. 21. 21. 21. 20. 20. 20. 20. 20. 20. 20. 20. 20. 20	97,090	153,118	6,566
Michieago Termina Transfer R. R. Co. 20 (Christian Din Sas L. R. Co. (Thie) R. Kankaice & Science Br. Co. (Thie) M. Rankaice & Science Br. Co. (Thie) M. Portin & Fastern Rr. Co. (Thie)	East St. Louis Connecting I Elgin, Joliet & Eastern Ry. Fulton County Narrow Gau, Galesburg & Great Eastern Illinois Control R. P. Co.		47 Mound City Ry. Co. 48 Rarboll R. R. Co. 49 Suda Unicare R. R. Co. 50 St. Lonis. Alton & Terre Haute R. R. Co. 51 Lonis. Alton & Terre Haute R. R. Co.	Scholinas, Decatar & Western Ry. Co. 52 Unicago & Ohio River R. R. Co. (2) 54 Indana, Illinois & Lowa R. R. Co., (The). 65 Iowa Coutral Ry. Co.	Abacksony Chair & St. Louis Ry. Co. 57 Lake Erie & W. Houlington Ry. Co. 58 Lake Shore & Michigan Southern Ry. Co. 58 Lakshile & Birreau County R. R. Co. 60 Lyulic, Lyvylie & St. L. Constend R. R. Co.	ollouisvine whalvine R. R. Co. (S. Michigan Central R. R. Co. (S. Joliet & Northern R. R. Co. (F. Temina R. R. Co. (G. Mohlle & Ugio R. Co., (The)	Z QAA	The parameter New York of Chinago By. Co. Mandon Chinago By. Co. Man

Table VII.—Classified Freight Truffie in Hinois.—Concluded.

85		al tonnage, is. 2 to 37, in- sive	787 15,655 64,288 731,361	32, 58N 473, 040 2, 383, 45, 546		395, 910 2, 429, 8K	306, 912 2, 108, 00	:::		291, 103 2, 329, 214 1, 148 91, 571	96,189 998,102	6 072 193 70 792 223	
Æ	Ice		Ice	15.225		1,451	47,424		196		- 61	248, 431	664 985 6
19	Mer	chandise	12,132	10,054	13,756	60,993	109,616	500 2	45,611	3,155	51,570	3 707 679	
75	Pro	ducts of forest.	1,563	14,320	45,758	39,219	191,356		67, 733	25.7.2 21.7.2	130, 32k	4 811 935	
S		Salt	1,007		15,678	21,661		9 675		376	636	210 450	
83		Stone, sand and other articles	4, 161	36,363	10.421	35, 767	47,350	1 2 2	191 191	3,433	40, 42%	3 577 698	
3	MINES.	Ores		:25	107	-11	17,973		2,578	7.309	22.	351.963	
8	PRODUCT OF MINES	Coke	7, 162	4,499			54,310	76.2	1.504	5, 185 205	3,155	2 90M 070 354 953	
e,	PR	Bituminous coal	5,409	81,005 210,359	405,678	1,358,925	411.896	20 808	25.55	8.68. 8.68. 8.68.	36,93	6 876 199	
š		Anthracite coal	12,063	3	25,667	152, 756	27, 203		19,085	74.072	7,906	9 159 685 16 856 199	
		NAME OF CORTANY.	Quincy, Carrollton & St. Louis Ry. Co. (1) Rock Island & Peoria Ry. Co. 12. Co. 12. Co. 13.		St. Louis Merchants' Bridge Term. R. St. Louis Merchants' Bridge Co.	St. Louis, Peoria & Northern Ry. Co. Terminal Railroad Ass'n of St. Louis	-	St. Louis, Vandalia & Terre Haute R. Co. Terre Haute & Peoria R. R. Co. Clado Baoria & Westewn Rv. Co.	Coledo, St. Louis & K	200	Waukegan & Mississippi Valley Ky. Co Wisconsin Central Co Chicago & Wisconsin R. R. Co.	Total	

1. I plentise intumpous and antitrost at R. Co. Report for seven months ending January 31, 189.
2. Ulbinago & Olio River & R. Co. Operated for soven months ending January 31, 189.
2. Cliptichago & Olio River & R. Co. Operated for Sax In oak W. R. Co. J. Report of rive months ending June 39, 189.
10. Quiney, Carrellton & R. L. Louis Ry. Report for six months ending June 30, 189.



Table VIII.—Number of Employés and Salaries,

	1	2	3	1	5	6	7	8	9	10
										In
NAME OF COMPANY.	General officers	Other officers	General office	Station agents	Other s	Enginemen	Firemen	Conductors	Other trainmen	Machinists
	officers.	cers	office	gents	station-	еп		13	inmen.	
1 A., T. & S. F. Ry. Co. (The) 2 Baltimore & Ohio R. R. Co	17	4	98	66 6	319 92	55 27	53 28	47 10	96 20	13 14
3 Balt. & O Southwestern Ry. Co 4 Belt Ry. Co. of Chicago (The) 5 Centralia & Chester R. R. Co	6	6	74 14 3	91 9 12	358 27 3-	80 47 6	80 46 6	67 34 5	148 72 10	67 14 5
4 Belt Ry. Co. of Chicago (The) 5 Centralia & Chester R. R. Co 6 Chicago & Alton R. R. Co.(The) 7 Joliet & Chi. R. R. Co. (The) 8 Chi. & Eastern Illinois R. K. Co.	21 2 10	4	88 102	114	439 139	153	145	105	210	152
8 Chi, & Eastern Illinois R. R. Co. 9 E., T. H. & Chi, Ry, Co. 10 Chicago & Erie R. R. Co. 11 Chi, & G. Trunk Ry, Co. (The)	13	9	34	4 8	250 79	53 15	53 15	41 52	83 106	
12 Grand Trunk Junction Ry. Co.								257	533	
14 Chi. & Northwestern Ry. Co 15 Chi. & Western Indiana R. R.Co. 16 Chi., Burl. & Quincy R. R. Co 17 Chicago & Iowa R. R. Co	16 7 11	20	572 32 478	145 11 261	1.290 117 976	405 397	451 407	19 279	553 27 657	397
19 Galesburg & Rio R. R. Co 20 Illinois V. & Northern R. R. Co										
21 Quincy, A. & St. L. R. R. Co.			14	30	42	39	32	22	51	13
23 Chicago Great Western Ry. Co 24 Chicago Junction Ry. Co. 25 Chi., Lake Shore & East. Ry. Co. 25 Chi., Mil & St. Paul Ry. Co 27 Chi., P. & St. L. R. R. Co. of Ill.	1	14	48 17 40	8 4 120	43 31 372	32 157 94 127	30 66 126	18 11 104	36 48 160	13 39 43
27 Chi., P. & St. L. R. R. Co. of 111. 28 Chi., R. I. & Pacific Ry. Co	3 18	19	42 328	29 51	54 446	31 126	39 125	24 63	52 156	56 65
28 Chi, R. I. & Pacifle Ry, Co 29 Peoria & Bureau V. R. R. Co 30 Chi. Term. Transfer R. R. Co 31 Chicago Union Transfer Ry, Co	12		1 43	20	65	29	31	28	40	11
32 C., C., C. & St. L. Ry. Co. (The). 33 Kankakee & Seneca Ry. Co 34 Peoria & Esstern Ry. Co.(The)	1	5	95 2 4	112 6 23	361 5 16	113 3 18	113 3 18	72 3 13	151 6 28	107 25
35 DePue, Ladd & Eastern R. R. Co 36 E. St. Louis Connecting Ry. Co. 37 Elgin, Joliet & Eastern Ry. Co. 38 Fulton Co. N. Gauge Ry. Co 39 Galesburg & G. Eastern R. R. Co.		4 5	17 54	1 25	18 49	14 45	14 48	5 28	14 54	7 36
38 Fulton Co. N. Gauge Ry. Co 39 Galesburg & G. Eastern R R. Co. 40 Illinois Central R R. Co	3 2 94		1 566	7 1 365	1, 129	132 432	2 2 416	28 2 2 276	3 4 548	554
41 Blue Island R. R. Co. 42 Chi., H. & Western R. R. Co. 43 Chi., M. & Northern R. R. Co.										
44 Chi. & Springfield R. R. Co 45 Chi. & Texas R. R. Co 46 Kankakee & Southw. R. R. Co.										
28 Fulton Co. N. Gaure Ry. Co. 30 tullesburg & G. Eastern R R. Co. 40 Illimois Central R Co. 40 Illimois Central R Co. 41 Chi. M. & Western R R. Co. 42 Chi. H. & Western R R. Co. 43 Chi. M. & Western R R. Co. 45 Chi. M. & Northern R R. Co. 46 Kankakee & Southw. R. R. Co. 47 Kankakee & Southw. R. R. Co. 48 Seath Chicago R R. Co. 49 Seath Chicago R R. Co. 49 Seath Chicago R R. Co. 58 S. L. & Jion & T. H. R. Co. 58 S. L. & Jion & T. H. R. R. Co.										
52 Indiana D & Western Ry Co	7 2	2	6	1 19 7	16	· · · ·		6		16
53 (hi & Ohio River R. R. Co. (2). 54 Ind., Ill & Iowa R. R. Co. (The). 55 Iowa Central Ry. Co.	7	3		12 19 23	55 12	3 24 19	8 3 22 21	16 12 6 12 11	14 3 37 24 11	7
55 Iowa Central Ry. Co. 56 Jacksonville & St. Louis Ry. Co. 57 Lake Erie & Western R. R. Co. 52 Lake Shore & M. S. Ry. Co. 59 LaSalle & Bureau Co. R. R. Co.			10	23 22 7	15 25 435	18 39	8 16 39	12 11	24 18	2 4 9

CLXXIII

RAILROADS.

year ending June 30, 1899, Illinois and Whole Line.

11	12	13	14	15	16	17	18	19	20	21	22			
LLIN	ors.									WE	WHOLE LINE.			
Carpenters	Other shopmen.	Section foremen	Other trackmen.	Switchmen, flagmen and watchmen	Telegraph opera- tors and dis- patchers	Employés, account float- ing equipment.	All other employés and laborers	Grand total, cols. 1 to 18, in- clusive	Total yearly compensation.	Grand total	Total yearly compensation			
8 14 62 7 12 112	181 135 118 31 15 357	62 7 71 6 14 113	371 22 310 53 51 331	114 65 238 16	46 8 52 11 7		120 184 374 78 8 116	1,677 636 2,231 465 163 2,779	\$1,061,176 08 360,477 95 1,269,519 55 288,481 96 74,729 72 1,813,200 03	17, 668, 24, 295 5, 576 465 163 3, 602	\$10, 085, C46 48 12, 843, 625 55 3, 173, 798 87 288, 481 96 74, 729 72 2, 304, 783 05			
56 11	163	75	255 16	152 36	37		819 83	2,460	1, 428, 325 89 308, 419 65 437, 178 68	2,780 2,074 3,250	1,588,604 42 1,318.621 40			
9 734 50 589	16 1216 1510	152 10 283	1,243 219 1,851	653 211 715	19 186 29 221		191 1,686 13 387	9,377 745 9,419		28, 693 745 22, 143				
35 19 17 82 188 170	58 8 114 247 80 654	27 20 11 127 27 72	182 220 68 506 192 651	16 263 187 148 53 360	17 12 2 112 32 52		72 63 11 558 146 305	648 976 727 2,883 1,056 3,664	432, 466 35 559, 616 71 445, 688 29 1, 831, 423 75 451, 540 71 2, 442, 389 17 1, 450 00	3,492 976 835 21,626 1,056 11,970	2,346,437 36 559,616 71 501,645 05 13,739,112 92 451,540 71 7,327,622 32 1,450 00			
13 178 59	48 192	93 7 24	420 24 125	162 220 3	11 88		97 276 2	716 2,600 65	1,590,548 31 32,225 39	9,922 65	1,450 60 421,934 64 6,008,478 87 32,225 39 688,648 10			
3 12 3	34 140 4	21 27 8	125 165 165	19 32 92	13		35 9 32 7	230 836 60	259, 138 28 158, 831 95 529, 990 93 29, 195 24	1, 226 230 897 60	158, 831 95 556, 926 91 29 195 24			
929	929	346	2,762	581	189	9	1,623	13 11,751	3, 916 90 6, 592, 359 28	25, 065	3, 916 90 13, 098, 439 23			
22	23 26 26	12 14 13 14	10 42 75 45 65	7 1 17 9	8 5 7 3		11 7 53 23 25 18	34 214 121 392 262	8,741 72 119,183 20 20,941 25 233,001 32	31 427 121 523 1,549	8,741 72 238,366 40 20,941 25 301,85 50 79 , 213 68 106,300 24			
13 14 24 10 57	40 24 180	18 20 11	43 86 646	4 10 175	8 3 20		25 18 100	250 292 1, 747	160, 294 07 166, 300 24 166, 752 38 961, 426 61	250 2,263 14,131				

Table IIII

	1	2	3	4	5	6	7	8	9	10
										1:
NAME OF COMPANY.	General officers.	Other officers	General office	Station agents	Other station-	Enginemen	Firemen	Conductors	Other trainmen.	Machinists
L. E. & St. L. Cons. R. R. Co. Louisville & Nashville R. R. Co. Michigan Central R. R. Co. Joliet & N. Indlana R. R. Co. Terminal R. R. Co.	3 2 4		8 53	26 27 8	53 92 151	30 31 19	39 31 18	23 19 3	29 54 4	5 3 3
Terminal R. R. Co. Mobile & Ohio R. R. Co. (The) St. Louis & Cairo R. R. Co. N. Y., C. & St. L. R. R. Co. (The)	4 2	18	38	27	52	55	59 12	31	76	20
Chi & State Line R.R.Co. (The) O. K. C. & Eastern R. R. Co. Pawnee R. R. Co. Pennsylvania Co. Calumet River Ry Co. P. Ft. W. & Chi. Ry. Co.	2 1 4 3		18	1 2 25	566	7 1 37	7 1 49	5 1 34	83	8
S. Chi. & Southern R. R. Co P., C., C. & St. L. Ry. Co. (The). Englewood Connecting Ry. Co	4	2	9	9	204	34	39	30	27	3.
Peoria & Pekin Union Ry, Co P Decatur & Evansville Ry. Co. Chi. & Ohio River R. R. Coli Quincy, C. & St. Louis Ry, Co(1) Rock Island & Peoria Ry. Co St. Clair, M. & St. L. B. R. R. Co.	6625	6	13 46 46	38 17 11 25	89 30 1 4 25	24 22 2 2 15	24 29 3 2 18	16 2 2 14	3 42 2 3 21	6 31 1 3 16
St. L., B. & Southern Ky. Co St. L., C. & St. P. Ry. Co. of Ill St. L., I. & E. R. R. Co St. L. Mer. Bridge Term. Ry. Co.	2	5	17 51 ₂	34 8 1 ₂	29	17 13 ¹ 2	18 14 ¹ 2	15 7 3	28 15 20	10 3 21
St. Louis Mer. Bridge ('o St. L., P. & Northern Ry. Co Terminal R. R. Ass'n of St. L	9 2		22 71 ₃ 61	21 1	24 180	23 33	23 30	20 5½	30 54	15 15
St. Louis Bridge Co T. H. & Iudianapolis R. R. Co E. St. L. & Carondelet Ry. Co. St. L., V. & T. H. R. R. Co	1	1		68	223	88	84	49	135	38
Terre Haute & Peoria R. R. Co. Toledo, P. & Western Ry. Co. Toledo, St. L. & K. C. R. R. Co. Toluca & Eastern R. R. Co. Wabash R. R. Co., (The'	1		19 100 4	40 39 2 124 11	32 42 290 4	29 33 1 151 3	30 35 1 151 3	22 21 1 106 3	202	5 171 6
Waukegan & Miss. Valley Ry. Co				17		6	1	13	9	

⁽¹⁾ Chicago & Ohio River R. R. Co. Report for seven months ending January 31, 1899.
(2) Chicago & Ohio River R. R. Co. (operated by L. D. & W. Ry. Co.) Report for five months ending June 30, 1899.

⁽¹⁾ Quincy, Carrollton & St. Louis Ry. Report for six months ending June 30, 1899.

-Conc!nded.

11	12	13	14	15	16	17	18	19	20	21	22
LLIN	ors.									Wi	HOLE LINE.
Carpenters	Other shopmen.	Section foremen	Other trackmen.	Switchmen. flagmen and watchmen	Telegraph opera- tors and dis- patchers	Employés, account float- ing equipment.	All other employés and laborers	Grand total. cols. 1 to 18, in- clusive	Total yearly compensation	Grand total	Total yearly compensation
15 49 4	14 30	29 31 16	121 165	38 31 83	8 10 1		21 64 321	442 652 686 4	\$254,522 21 368,055 72 449,758 12	1,479 17,994 9,687	\$845,073 16 10,199,479 44 5,805,327 51
6 76	69	27 3	253 23	31	26 6	18	196 232	1,009 2 649	593, 649 95 5, 000 90 398, 424 36	3,625 2 4,093	1,806,867 36 5,600 00 2,453,168 56
86	255	1 16	6 188	3 212	6		9 39	72 13 1,631	885, 982 28	359 13 9,219	4,393 06 5,125,890 48
9	60	16	134	260	14		33	4 883	8, 200 00 515, 122 94	11,536	
15 43 5 5	72 199 2 5 29	9 41 12 10 21	89 229 20 31 94	90 14 1	20 7 1 1 10		8 2	469 699 129 91 394	281,834 64 411,269 00 22,220 65 16,328 00 243,261 75	469 784 129 91	281, 834 64 425, 246 58 22, 229 65 16, 328 00
145 2 13 ¹ 2	17 13 10	16 8 3	40	18 1 49	25 4 ¹ 2		63 20 25	13 797 131 217	3,916 90 268,231 15 39,740 48 147,704 33	184	268, 231 15 56, 818 40
65 24	154 501 ₂	22	133 91	10 1001 ₂	19 15		21 - 5314	605 667	300,761 72 414,005 14	605 1,335	828, 010 28
62	280	62	312	115	88		480	2, 160 4 5	1,076,425 06 250 00	4	
28 17	59 28	39 35 1	181	4 33	34 29		195 39	689 573 11	402,750 34 288,278 01	680 1,833	492,750 34
97 7	397	110	424 27	159 1	87		229 2	2,810 91 19	46,000 52 15,499 44	8, 431 91 19	5,561,556 50 46,000 52 15,499 44
		9	48	40	8			283			
4,3013	8,4113	2,266	14, 447	6, 251	1,724	27	8,958	78, 240	845, 449, 354 63	288, 979	\$164,972,143 15

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Arerage Daily Compe
Arerage Daily Compe
Irerage Daily Compe
IX.—Arerage Daily Compe
X.—Arerage Daily Compe
IX.—Arerage Daily Compe
ABLE IX.—Arerage Daily Compe
LE IX.—Arerage Daily Compe

2	All other employés and laborers	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
20	Employés - Account floating equipment	
12	Telegraph operators and dispatchers	3-31 23 234 238-23 7 E
16	Switchmen, flagmen and watchmen	2
12	Other trackmen	NGTATA A AAS
Ξ	Section foremen	8 5 5 5 7 7 5 5 5 5 5 5 5 5 5 5 5 5 5 5
22	Other shopmen	255555 5 35 5 Z 255555 5 Z
2	Carpenters	558888 8 98 785 98588 £ 8
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10	Other trainmen	ESTERS 2 SY 485 - 2828 5 8
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9	Other stationmen	25 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
10	Station agents	3 5 53383X 8 55 3 58 88 8 3
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61	All other employés and laborers	2 2 2 2 2 3 3 4 3 3 4 3 4 3 4 3 4 3 4 3
£	Employès—Account floating equipment	
13	Telegraph operators and dispatchers	8 55 2 5 5 5 g -n n -
2	Switcmen, dagmen and watchmen	22 42 4 28 83 8 8 22 83 8
12	Other trackmen	88 28 8 28822 2
2	Section foremen	88 58 8 88888 E
2	Other shopmen	22 23 E 33 22 2
23	Carpenters	E
11	Machinists	25 48 2 08 97 50 00 0 00 00
2	Other trainmen	28 82 8
5	Conductors	29 28 4 84855 K
x	Firemen	58 85 8 8788889
r	Enginemen	85 86 4 8288888 gm mm m mmmmmm
9	Other stationmen	Z 28 3 22 37 3
10	Station agents	23 -60
-	General office clerks	2 82 8 0 25 2 22 - 2 2
22	Other officer	20 2 2 20 2 2 20 2 2
2	General officers	2 22 c 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
1	NAME OF COTBITY.	St. L. Jud Pila, & Eastern R. R. Co., A. L. Aren's Pilatenia Them, Rev. Co., St. L. Aren's Pilatenia Them, Rev. Co., St. Loma, Pilatenia Them, Rev. Co., St. Loma, Pilatenia St. Co., St. Loma, Reduced as no St. L. Co., St. Loma Reducedo, Marcha Reducedo, St. Marcha R. Co., Theory, St. Marcha R. Mar

Chicago & Ohio River R. R. Co.—Report for seven months ending Jan 31,189.
 Chicago & Holiver R. R. Co. Capached by L. D. A. W. Ry Co.—Henout for five months ending June 30,189.
 Chicago & Philo Rever R. R. Co. Capached by L. D. A. W. Ry Co.—Henout for five months ending June 30,189.
 Chicago & C. Capachellon & St. London Ry—Report for vix months ending June 30,189.

Table X.—Description of Equipment, Whole Line, for year endiny June 30, 1899.

23		Passenger Linyana Coomana Navana Oo o	A. T. & S. P. R. R. C. (70) Bill, K. Ohlo, Sulliverener R. C. O. Bill, K. Ohlo, Sulliverener R. C. O. Bill, K. Ohlo, Sulliverener R. C. O. Chenge, A. Alton R. B. C. (70) Chenge, A. Alton R. C. (70) Chenge, A. Hong, R. C. (70) Chenge, A. Hong, R. R. C. (70) Chenge, B. Fig. R. R. C. (70) Chenge, B. Fig. R. R. C. O. Chenge, B. Fig. R. R. C. O. Chenge, S. Schriverener, R. C. O. Chenge, M. C. C. C. C. Chenge, S. Schriverener, R. C. O. Chenge, M. C. C. C. C. Chenge, C. C. C. C. C. Chenge, C. C. C. C. C. Chenge, L. C. C. C. C. Chenge, C. C. C. Chenge, C. C. C. Chenge,
m	-	Freight	8 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
-	LOCOMOTIVES	Switching	5 : 2 : 15 : 2 : 25 : 25 : 25 : 25 : 25
10	TIVES	Totals, Cols.2+	(*) 38.0 11.010 (*) 38.0 11.01
9		Equipped with train brake	2882 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
		Fitted with au- tomatic coup- lers	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
œ		First-class pas- senger cars	2 4 2 2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
о О		Second-class passenger cars.	3 12 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
92		Combination passenger ears	10
=	CAB	Emigrant cars.	97
21	CARS IN PASSENGER	Dining cars	© : : : : : : : : : : : : : : : : : : :
22	PASSE	Parlor cars	10 Si #
12	NGER	Sleeping cars.	33.
2	SERVICE.	Baggage, ex- press and pos- tal cars	193 183 184 177 193 184 184 184 184 184 184 184 184 184 184
16	CE.	Others	N 30 N N
17		Totals. Cols.8+ 9+10+11+12+ 13+14+15+16.	22 1188 128 128 128 129 129 129 129 129 129 129 129 129 129
18		Equipped with train brake	22 52 12 26 55 55 52 12 12 12 12 12 12 12 12 12 12 12 12 12
19		Fitted with au- tomatic coup- ler	755 678 739 88 88 88 88 88 88 88 88 88 88 88 88 88

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- 결혼요요역회원장식하실문가선들지 원원회학교원 교육실망 병원님은 영화했	은 경기 발전 문화 관측 취임 하루 회문 기관 등
- Energy Everage Encourance Figure 2 (4)	Character of the control of the cont
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Equipped with train brake Totals. Cols. S+ 9+39+11+2+13+4V(5+16. Others Baggage express and postal cars Parlor cars Dinling cars Emigrant cars Combination passenger cars Freed cars Freed cars Frist-class passenger cars	\$ 70 - 10
9-10-11 + 12-13-141-141-15-141-141-15-141-141-15-14-141-15-14-14-14-14-14-14-14-14-14-14-14-14-14-	70
Baggage ex- press and pos- rated cars Sleeping cars Parlor cars Dining cars Emigrant cars Combination passenger cars Second-class passeuger cars	79
press and pos- trail cars Sleeping cars Dining cars Emigrant cars Combination passeager cars Second-class passeager cars	79 - 70 - 70 - 70 - 70 - 70 - 70 - 70 -
Parlor cars Dining cars Emigrant cars. Combination passenger cars Second-class passeuger cars	
Dining cars Emigrant cars. Combination passenger cars Second-class passenger cars	30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Emigrant cars- Combination passenger cars. Second-class passenger cars.	20 21 20 20 20 20 30 30 30 30 30 30 30 30 30 30 30 30 30
Combination passenger cars	10 N N 10 N N 10 ₩ ₩ N
passenger cars	10 N N 10 N N 10 ₩ ₩ N
Second-class passeuger cars	: : : : : : : : : : : : : : : : : : :
First-class pas-	
senger cars	8 .r 2 2 2 9 8 20 7 8 0 0
Fitted with au- tomatic coup- ler	0 27 P
Equipped with train brake	S 22-25-5 52 52 55 55 55 55 55 55 55 55 55 55 55
Totals.Cols.2+ 3+4	8 x x x x x x x x x x x x x x x x x x x
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Passenger	0 24 27 0 2 2 22 2 2 2
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	Passenger

Table N—Description of Equipment—Continued.

98	Equipped with	737: 00: 27: 28: 28: 28: 28: 28: 28: 28: 28: 28: 28
	coupler	
4 35 Service	Equipped with train brake	5
	Total—Cols 30 +31+32+33	82-255
33 3 COMPANY	Others	3 4 22 2 5 7 7 7 7 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1
24 Z	Caboose cars	5
31 CARS	Derrick cars	×
8	Gravel cars	3 3 3
33	Equipped with automatic couplers	25
£	Equipped with train brake	23, 892 1, 734 1, 724 1, 429 1, 429 1
34 JCE.	Total—Cols. 20 +21+22+23+24 +25+26	88 1 2 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
SERVICE.	Others	2 12 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
23 24 25 CARS IN FREIGHT	Refrigerator cars	22 23 2 29 27 2 22
2 2	Tauk cars	
23 A KS 13	Coal cars	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
31 0	Stock ears	25 25 25 25 25 25 25 25 25 25 25 25 25 2
51	Flat cars	24 25 25 25 25 25 25 25 25 25 25 25 25 25
ន	Box cars	11
	NAME OF COMPANY.	Architecture (Clinical Architecture) Trapska State (Clinical Architecture) (Colinical Architecture) (Colinical Architecture) (Clinical Architecture) (

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8, 932 300 341	16,321	1,489	4, 164 8, 535 1, 156 10, 925 5, 915	1,640	4,872	575
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ŝ	WEE	Equipped with train brake	- : :		-	-	24	Z		1.506
=	ž.	Total—Cols. 30 +31-32-33	-21-		F-72	2 :	333	27	:31	0.394
2	MPAN	Others		800	933	79	-22:	255	:29	2, 920 10, 394
Ž.	IN COMPANY SURVIUE.	Caboose cars	- 2	-/2121	2270	52	25	2021	51	6.263
5	ARS	Derrick cars	=	:- ::		=	- 20			1 S
8		Gravel cars		: :3 :4	28	2		900		2.022
ā		Equipped with automatic couplers	- 2	45.2	1,617	<u> </u>	7	11.351		302, 991
6		Equipped with train brake	: 5	.9 <u>(</u>	7g :	1,417	: :23	5,834	: :" :	107.36N
rī.	31.4	Total=Cols. 20 +21=22-23 01 25+23	84	255	3	12.	1,715	200	2,52	330.617
ñ	SERVIVE.	Other						-	2.69	7, 703
ŝ.	ARS IN FREEDOM	Refrigerator cars						:0		200.5
- 1	2	Tank cars	C. 7)	828			: :	: : :	:2	1 35
3	411.	Coal cars	-2		1,030	572	575	- 2		12
81		Stock cars	:12		=		74	7		200
i -		Flat cars	21.75	5773	9	2	: × 2	1	: 22	20% 0%
8		Box cars	77) Si	2	500	1,588	3.5	7,537	1.306	271 77 622 80 200 00 101
		NAME OF PORTACE.	gumey Carrellian & M. Leufs Ry	Act of Dark Markon & National Sect E. W. Co. St. Louis, Belleville & Nouthern By. Co. St. Louis, Chicago & Na.Paul Ky. Co. of I.I. St. Louis, Andriangolis & Escera R. R. Co. St. Louis Merdiants, Bridge Term, Ky. Co.	St. Louis Merchants' Bridge Co. St. Louis, Peoria & Northern Ry. Co. Ferminal Railroad Ass'n of St. Louis.	St. Louis Bridge Co. erre Haute & Indianapolis R. R. Co. East St. Louis & Uncondelet Ry. Co.	Terred Hutte & Peoria R. G. Co. Foledo, Peoria & Western Ry. Co. Foledo, St. Louis & Kansas City R. R. Co.	Tolnea & Eastern R. R. Co. Wabash R. R. Co. The Wabash Cherror & Western R P. Co. (The	Wankegan & Mississippi Valley Ry. Co. Wisconsin Central Co. Chicago & Wisconsin R. R. Co.	Pertuil

Wadash coal cars and flat cars are not separated. C. L. S. & E., cot. 36, includes coke cars, 2; ore cars, 162; side dump cars, 19; total, 183. ÷6

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OCOMOTIVES AND CARS Fitted with auto-1.807 Equipped with quippen with train brake Number 50.00 150 Total cars owned, Col. 17+ 0 27+34+37 Fitted with autoź, CARS CONTRIBUTED TO FAST FREIGHT LIN SERVICE. matic compler. Equipped with train brake... 12 Number.

Grand total ears and loca rand total cars and loco-motives owned, fitted with automatic coupler. Cols. 7+19+29+36+39...

Grand total cars and loco motives owned, ennip'd

motives owned, epuip d With train brake. Cois.

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3,52,938 3,508,10 1,604,10 1,0 2000 2000 2000 2000 Grand total cars and loco-= motives owned. Cols. 5+40..... Pable X.− Description of Equipment—Continued High High we Common of This in Chairman of the Court and a Chairman of Chairma Santa Fé Ry, Co. (The)..... Baltimore & Ohio Southwestern Ry. NAME OF COMPANY. Atchison, Topeka & Santa Fé Ry Baltimore & Ohio R. R. Co..... Louis R. B hieago Junction Ry. C neago, l

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9	Cols. 7+19+29+36+39 Grand total cars and loco-		280 24 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.
45			100 11,336 11,336 11,236 11,03
7	motiv	otal cars and loco- es owned. Cols.	31, 620 11, 520 11, 520 11, 520 12, 12, 12, 12, 12, 12, 12, 12, 12, 12,
5	CARS	Fitted with auto- matic coupler.	월 - 3
2	GOCOMOTIVES AND CARS	Equipped with train brake	989
1	Госомо	Number	800 101 T88
97	Total cars owned. Col. 17+		880 50 11 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
68	TED FLINE	Fitted with auto- matic coupler.	96.1
20	CARS CONTRIBUTED TO FAST FREIGHT LINE SERVICE,	Exuipped with train brake	110
57.2	CARS TO FAST	Number	995.7
		NAME OF COMPANY.	Otherson Preminal Transfer R. R. Co. 10 (Chemo Preminal Transfer R. R. Co. (Thouser S. R. L. Br. Co. (Thouser S. R. L. Co. (Thouser S. Co. (Thouser S. L. Co. (Thouser S. L. Co. (Thouser S. L. Co. (Thouser S. Co. (Thouser S. L. Co. (Thouser S. (Thouser S. L. Co. (Thou

16,858	3, 213	4,826	55.5	8,600		11,040	396	26	.00	700	525	28	50	1,751		2, 221		33	906	12,099	9	2,403	:	335, 524
6,824	1, 735	407	618	4,181		6,145	23	113	93		22	2	2	1,035	00	1,568		775	1237	6,620	10	2,521	:	225, 011
20, 997 14, 368	3,78	5,742	907	10,575		12,836	266	1,050	200	200	121	13	98	1,786	1	2,807		1.368	1,833	14,324	97	2,565	:	389, 247
	1,456	1,505				1,500		-			-								675		-	1,345		36,054
	871	1,505				1,500													189		-	1,296		41.538
	1,541	1,505				1,500		-			-								1,275		1	2,559	-	48, 167
22, 384 20, 465 13, 907	3,662	5,607	888	10, 22,		12, 394	246	1,02	8.	5	23	125	32	1,770	20	2, 735		1.331	1,777	13,920	86	2,527		378, 587
2,918		1,226																			:			6,060
1,566								-			-													2,177
2.931		1.302						:					-										:	6,149
Louisville, fyansy, & S. L. Cons. R. R. Co. Louisville, & Nashville R. R. Co. Lollet & Northern Indiana R. R. Co.	Technial R. R. Co. (The)	& St. L. R. R. C.	Charles City & Eastern R. R Co.	Pennsylvania Co	Pittshurg, Ft. Wayne & Chicago Ry. Co.	E & St. L. Ry.	Englewood Connecting Ry Co	Chicago & Ohio Biggs B D Co	Quincy, Carrollton & St. Louis Ry. (1)	St. Clair, Madison & St. Louis Belt R. R. Co.	St. Louis, Belleville & Southern Ry. Co.	Louis, Indianapolis & Eastern R. R. Co.	Louis Merchants' Bridge Term. Ry. Co	St. Louis, Peoria & Northern Ry. Co.	St. Louis Bridge Co.	erre Haute & Indianapolis R. R. Co East St. Louis & Carondelet Rv. Co.	St. Louis, Vandalia & Terre H'te R. R. Co	Telle naute & Feela K. K. Co.	st. Louis &	Wabash R. R. Co. (The)	Wabash, Chester & Western R. E. Co. (The)	Walkegan & Mississippi Valley Ky. Co. Wisconsin Central Company.	Chicago & Wisconsin R R. Co	Total

* Description of Edinpunent could not be apyen in detail, therefore early the totals could be shown.
 (1) Chiango & Olibi River R. R. Co.-Report for seven months ending almary 31, 180.
 (2) Chiango & Olibi River R. R. Co.-Generaled D. L. & W. R. Y. Co.-Report for recommendation of the country of th

Dang XI.—Rails, Ties, Ballast, Bridges, Trestles, Grade and Overland Crossings in Illinois for year ending

197 90.00 9335 8335 8335 Miles of earth 9 Miles of harnt clay = 27.72 Ξ 2 Miles of chatte : 3 == 2.7 23 Miles of sand SALLAST. 8 123 Wiles of slag 2 11.32 00.7 38 20 88468 25 0 Miles of cinders. 5×5 30.5 250.NG 36. 8-396-8 8888888 Miles of grayel. N. 15 76 88 3 Wiles of stone ::3388 222222 22222 Ξ Length of road unfenced Z = 15 15 21 - 21 21 - -X 12 2 2 Inne 30, 1899. 448384 454888 12.05× 133 Number of ties relaid during year ... 340 07 25.55 Tons relaid dur-32332X Number of miles 0 X 5 E2222 8488888888 - 22 -main line and branches Number of miles -main line and 22.2 branches Gluener A Monta R. R. G., Theo
1 Joint & Chiesen A Monta R. R. G., Theo
1 Monta A Monta R. G., Theo
1 Monta A Monta R. G., Theo

1 Monta A Monta R. G., Theo

1 Monta R. G., Theo

2 Monta R. G., Theo

3 Monta R. G., Theo

4 Monta R. G., T bison. Topeka & Santa Fe Ry Co., (The) natimore & Ohio Southwestern Ry. Belt Rallway Co. of Chronge, (The). Centralia & Chester R. R. Co. OF COMPANY. Atchison, Topeka & Santa galfimore & Obio R. R. Baltimore & Obio South NAME

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20 (Cheane, James Shore, & Bearen, B. (Cheane, James)

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z		Mile	es of burnt clay	
=		Mile	es of chatts	8.00
21	E.	Mile	es of sand	2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2
=	BALLAST.	Mile	es of slag	· · · · · · · · · · · · · · · · · · ·
10	20	Mile	es of cinders	88 9 1 1 2
6.		Mile	es of gravel	23. 25. 25. 25. 25. 25. 25. 25. 25. 25. 25
x		Mile	es of stone	25. 20 1. 20 20 20 20 20 20 20 20 20 20 20 20 20 2
r-	Len	gth o	f road unfenced-	91- 5-455 525 55 55 55 55 55 55 55 55 55 55 55
9	Nur	nber	of stations on road.	-2 :조용 :조용 :→유호 : 참 : : 각봉경축하철
ıc		nber year	of ties relaid dur-	24. 24. 24. 24. 24. 24. 24. 24. 24. 24.
		SI.	Tons relaid dur- year	19, 23 1173, 44 1173, 44 1173, 60 120, 10 120,
12	RAILS.	STEEL	Number of miles -main line and branches	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
23		IRON.	Number of miles -main line and branches	24
-			NAME OF GORPANY.	H. Sandhard Albridge, R. C., The Charles China, Gla. & Sh. La By, Co., The Charles China, Gla. & Sh. La By, Co., The Charles China, Gla. & Sh. La By, Co., The Charles China, Gla. & Sh. La By, Co., The Charles China. & Sh. La By, Co., China,

	152			
64.83		2560.80	72.09	2488.71
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		1243.22	1.25	1241 97
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17	8	2,478	:	2,478
18,891	36,110	4,082,796		4,082,796
- :		81820.52		81820.52
64.58	58.25	285.47 10587.06 81820.52 4.082,796 2,478 1975.03 1089.17 5377.70 1243.22 46.48 317.70 117.47 123.99 2560.80	12.85	225 46 10574.18 81820.52 4.082,796 2.478 1962.53 1089.17 5377.70 1241 97 46.43 314.20 117.47 123.99 2488.71
.25		8.67	64.01	225 46
99 Wabash Chester & West'rn R.R. Co., (The)25	Valuedada Control Company Chicago & Wisconsin R. R. Co.	Total	Ohio River R. R. Co., duplicated	Total

(1) Miles of rails and ballast (21.31) included in report of C. & W. J. R. R. Co. (2) Second-hand steel.

Table XI. Rails, Ties, Ballast, Bridges, Ele.—Continued.

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		8-81-8	22	E= 21	029: 4422%
Num	per of street railroad ssings at grade	3 x 4 x 3	.00	00	- m
Numl	er of grade high- crossings	¥28888	506	38	25 25 25 25 25 25 25 25 25 25 25 25 25 2
RAIL.	Number of wooden				
HEAD	Number of iron	9 20 3			
OVER	Number of masonry				
HIGH.	Number of wooden				2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
OVERHEA WAY CR	Number of iron and masonry	-			3.7
	Aggregate length- in feet	19, 225.0 36, 859.0 5, 529.6 12, 212.0	19, 324.0		21, 555.0 364.0 10, 562.0
Tak	Number	8 87 8	377		5
	Aggregate length in feet	8.675.0 1738.7.1 13.850.0 17.150.0 17.160.0	7.27 X 0.25	179 0	23, 25, 27, 27, 27, 27, 27, 27, 27, 27, 27, 27
1	Number of combi-				
BRIDG	Number of wooden	- 25	200		1 525.355
	Number of iron	53 10 10 205	:9:	7	불러볼다다하하다한다
	Number of masonry	2 : : : : : : : : : : : : : : : : : : :	: :-		9
	NAME OF COMPANY.		Johnt & Chongo R, R. Co. (The) Chicago & Eastern Illinois R.R. Co. Evenson, T. H. & Chi. R. R. Co	Chi. & Grand Trunk Ry. Co. (The) Grand Trunk Juneticm Ry. Co	Chicago & Chicago
	OVERHEAD RAIL SOLD SOLD SOLD SOLD SOLD SOLD SOLD SOL	Number of wooden Number of iron and masonry Argregate length in feet Number of combition Number of wooden Number of onden Number of iron Number of masonry	Number of grade railroad crossings. Number of street railroad grade railroad crossings at grade. Number of street railroad grade railroad crossings at grade. Number of street railroad grade railroad	Number of grade railroad	Number of grade railroad crossings. Number of grade bigborer of g

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	28 Outflows Adjust and Adjust	Parameter R. R. C.	Fig. 1. Section 1. Sec	with Threstor R. C.	The control of the co	The state of the R. Co., 19, 19, 19, 19, 19, 19, 19, 19, 19, 19	The control of the co	Weight Thank of Pr. R. Co. - C. S. Weight Thank of Pr. R. Co. -	The first of the f	Weight Thank of Pr. R. Co. 11. 12. 12. 12. 12. 12. 12. 12. 12. 12	when fight R. Co. S. M. Line of P. R. Co. S.	Manueler F. E. C. Manueler F. E. F. Manueler F. E	when fight R. C. C. I.S. C.	The control of the	The control of the co		7. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.		The control of the	F. C.	The control of the co	The control of the	The control of the co	The control of the	The control of the co	The state of the control of the cont

Table XI.--Concluded.

		NAME OF COMPARY.	Fig. 10. Compariting Comparities Compariting Compariting Compariting Compariting Compariting Compariting Compariting Compariting Comparities Compariting Comparities Comparities Comparities Comparities Comparities Compariti
1 91		Number masonry	
17	BRIDGE	Number of wooden	8 200 50 = 20 = 4 = 0020 54 \$ c 4 50cc
6	GE.	Number of combi- nation	
02		Aggregate length in feet	1, 786 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
E .	TRESTLES	Number	2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
33	PLES.	Aggregate length	222 11 32 22 11 33 22 21 11 33 22 21 11 33 22 21 21 21 21 21 21 21 21 21 21 21 21
23	OVERHEAWAY CR	Number of iron and masonry	I
ន	OVERHEAD HIGH- WAY CROSSINGS,	Number of wooden	
55	OVER WAY	Number of masonry	.00
8	OVERHEAD RAIL- WAY CROSSINGS.	Number of iron	23
27	NGS.	Number of wooden	
ž		per of grade high- crossings	25 25 25 25 25 25 25 25 25 25 25 25 25 2
67	Numi	per of street railroad ssings at grade	S - S S
8	Numberos	ber of grade railroad ssings	
			2-c

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		297		297
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		8		99
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456.8 41 1,780.6	1 765 1 910 2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	333, 357. 3	150.0 98 4,724.0	419 1,764 1,818 46 331,512.3 7,196 594,643.3
4	100	3	86	7, 196
456.8 41	994 669 9	0.011,100	150.0	331,512.3
	100	-		46
	1 010		:	1,818
00	1 765		-	1,764
	1 2		:	419
100 Waukegan & Miss. Valley Ry. Co. 101 Wisconsin Central Company 102 Chicago & Wisconsin R. R. Co	Totals	Less bridges, trestles, etc., of Chi-	duplicated	Totals

TABLE XII. Consumption of Fucl by Locomolices in Tons, in Illinois, for year ending June 30, 1899.

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			- 2122	• 10 22 1	- x =	2=2	122	225	× 2	85					3.5	
9		Average pounds consumed per mile.	97.61 133.95 152.56	89 00 120 14	178.51		114.54	109.18				13.50				135.17
1		Miles run.	1, 230, 697 82, 387 1, 518, 050	66, 190 2, 145, 3.23	1,120,×16	137, 846	4,076,037	4, 470, 259				383, 810		1,327,923		6,333 1,618,124
:	FREIGHT.	Total fuel con- sumed – Tons.	60,063 5,518 115,800	138.938	100,036	10,254	231,241	244,038				63, 172	104, 449	76, 601		109, 363
2	ž		25			: :2	576					12	ž.			
•		WOODCORIES.	1, 273	1,834		9	275	3,171						Ξ		EŦ
		Coal— Tons.	59, 214 5, 709 115, 720	2,1460	100,036	11.5 11.5 11.5	233, 781	241,924				12,053	101,250	76,513		6,306
		Av. pounds consumed per mile.	25.2 25.2	51.00 53.13	77.63	25	17.7	65.65						£		73.51
		Miles	857,581 66,417 1,021,230	1, N76, 706	745,005	15.75 75.75	3,955,205	2, 542, 831					258, 525	1,101,361		15, 628 1, 262, 842 14 1, 188
2	PASSENGER.	Total fuel con- sumed – Tons.	1, 13, 13, 13, 13, 13, 13, 13, 13, 13, 1	4.X	30, 463	7,377	153, 916	83.59					88	51, 195	5,700	15, 62×
,	PASSI	Soft.	97			9	542						Ξ.			
9		woon—cords	ž : :	1,609		9	269	1,116						151		673
1		Tous.	12.24	4, 273	30, 469	7,327	153, 496	52,592					50, 842	51,384	5,763	45,309
		NAME OF CONTABY.	Archison, T. & S. P. Ry, Co. (The) 2 Baltimore & Ohio R. R. Co. 3 Baltimore & Ohio S. W. Ry, Co.	6 Chicago & Alton R. R. Co. (The)	Schienge & Enstange II. R. Co.	10 Chiengo & Erro R. R. Co. (The)	13 Cheugo & Illinois South a R. E.Co. 14 Chicago & Northwestern Ry, Co.	16 Chi, Burdington & Chiney R. R Co.	18 Chi., Burlington & N. R. R. Co.	20 Illinois V. & Northern R. R. Co. 21 Quincy, Alton & St. J. R. R. Co.	22 St. L. K. Island & Chi. R. R. Co. 23 Chicago Great Western Ry. Co.	25 Chi., Lake Shore & East'n Ry Co.	26 Chi. MB. & Mr. Paul Rv. Co. of El	28 Chi , Rock Island & Pacific Ry, Co. 29 Peoria & Burcan Valley R. R. Co.	30 Chiengo Term, Transfer R. R. Co	32 Chye, C. C. & St. L. Ry. Co. The. 33 Kunkakee & Senera Ry. Co.

	828		23	444	4	4 2	252	20.00	8528	282	23	388	858	885	222	\$13.5°	5335	853	3223
181.15	154.02	122.59					113.59	25.00 20.00 20.00 20.00	141.05	135.81	124.42	106.97	113.11	107.08		117.71	71.75 123.65 75.20	162.16	154.11
291, 761	38,586	6, 263, 717					96, 933	27, 238 3, 239 371, 559	226,660	390,658	252, 116	999, 467	38,656	12,690	::	:	32, 256 346, 962 38, 416		171,635
26, 427	56,824	383,944					5,506	14, 018	3,789	26,528	15,684	53,454	2,186	10,699		16, 989	21,451	12,998	13,225
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26, 295	56, 248 1, 070	381, 335					5,506	13, 922			-	-	2,178	10,638		:	21,149 21,396 1,429	12,998	13,225
54.38	38.09	3					8	25.52		71.47		63.88	73.48	.83 .73 .54		62.63	48.51 74.31	65.06	76.42 61.00
267, 257	28, 961	4, 956, 794					162,206	9, 108 132, 152	22	278.891 327,832	207, 140	298, 171	42, 136	4,230		111,625	48.284 330,519 12,805	176,628	143,301
7,817	1,18	169,048					5,612	2,288	5,164	9,966 13,865	6,080	9,524	1,548	3,748		3, 495	1, 733 8, 018 476	5,752	5,475
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10.	200	2,926						ನೆ	181	€.			.6			98	105		
7,226	1,158	167,097					5,612	436	5,013	13,825	6,080	9,495	1,543	3,712		3,472	1.719	5, 752	1,218
The).	Co. Co.	f. Co	SS.	2 2		R. Co	00	(Fbe)	Co Co Ry Co	3.5.5. 3.0.5.5.	. 05	e)	333	R. Co.	y, Co.	The)	Go. (1)	.0.(1). B. (10	ky. Co. 2. Co. 3. Co.
	t & Eastern Ry. Co off N. Gange Ry. Co	Easter F.F.S. C.F.E.	dadison & West'n R. R. R.	nicago & Springheid K. Co. nicago & Texas R. K. Co. ankalese & Southw'n R. P	Ry. Co	hicago R. R. Co Iton & T. Haute R.	atur & Western Ry	Chio Kiver K. K. & Iowa R. R. Co. I Ry. Co.	a & St Louis Ry Western R. R. & & Mich.Sonth'n	& Bureau County R. S. St. L. Cons R. 1 e & Nashyllle R. R.	entral K. K. Co	hio R. R. Co. (Th	Chi. & St. L. R. 1 State Line R. R.	R. Co. ia Co.	Calumet River Ry. Co	& St. L. Ry. Co. (1	& Pekin Union Ry. C. D. & Evansville Ry. & Obio River R. R. C.	on & St. L. Ry. C	eville & South'n F & St. P. Ry. Co. anapolis & E. R. I
Peoria DePue,	36 East St. Louis 37 Elgin, Joliet & J 38 Fulton County 2	tralesbu Illinois Blue I	43 Chi., Havana A3 Chi., Madison	45 Chicago &	47 Mound Cit	₽ Ç.	52 Ind., Decatur	54 Indiana, III. 55 Iowa Centra	56 Jacksonville 57 Lake Erie & 58 Lake Shove	69 Louis, E. & St. L. 61 Louisville & Nashy	63 Joliet, North	64 Terminal R. 65 Mobile & Ol	67 New York,	69 Omaba, K. C 70 Pawnee R. F 71 Pennsylvan	72 Calumet River 73 Pittsburg, Ft. V	75 P. C. C. & St.	73 Peoria & Pe 78 Peoria, D. & 79 Chi & Obi	SO G., Carrollton & SI Rock Island & D SO St. Clair, M. & S	SST. L. Belle St. L. Chi.

82		Average pounds consumed per mile.				28 28 38 38 38 38 38 38 38 38 38 38 38 38 38	1
61		Miles run.		904, 562	643,325	2, 135, 085 44, 816 205, 232	:
=	FREIGHT.	Total finel con- sumed — Tons.		65,431	27, 403 32, 176	2, 203 2, 203	
10	F					9	
æ		wood -cords Hard, Soft.		9	¥.	1,135	
æ		Coal- Tons.		64, 150	26, K39	2, 203	
t+		Av. pounds consumed per mile		816, 423 74.30	52.5	Ses, 405 70.42 62, 017 50.88	
9		Miles run.		N16, 423	370, 963 318, 923		10.000
ıa	PASSENGER.	Total fuel con- sumed — Fons.		31,444	9,915	65, 784 1, 578	10,020
-	PASS						
70		WOOD -CORDS. Hard. Soft.		30,490 477	3333	7 28	
¢ι		Conl-Tons.		30, 490	9,693	65, 052	10,044
-		NAME OF COMPANY.	Louis Mer. Bridge Term. Ry.Co. St. Louis Merchants Bridge Co.	erminal R. R. Ass'n of St. Louis. St. Louis Bridge Co. Taute & Indianapolis R. R. Co. East St. J. & Carondelet Ry, Co.	Sr. L., Vandalia & T. H. R. R. Co Torre Haute & Peoria R. R. Co. oledo, Peoria & Western Rv. Co. oledo, Sr. L. & K. C. R. R. Co.	of Toluca & Eastern R. R. Co. Wahash R. R. Co. (The) 99 Wahash C. & W. R. R. Co. (The) 100 Waukeran & Miss. Valley Ry. Co.	Carlo Central Company



STEAM

Table XII.—Consumption of Fuel

	14	15	16	17	18	19
			Swr	TCHING.		
NAME OF COMPANY.	Coal- Tons.			Total fuel con sumed—tons.	Miles run	miled per
1 Arch., Top. & Santa Felk'y Co., The Eskitmore & Onio R. R. Co. Eskitmore & Onio R. R. Co. Eskit R. Y. Co. of Chicago The 3 Centralia & Chester R. R. Co. 5 Centralia & Chester R. R. Co. 5 Chi. & Alton R. R. C. (The) 5 John & Chi. R. Co. The 9 Evan, T. H. & Co. The 10 Chicago & Eric R. R. Co. 10 Chi. & Grand Trunk R. R. Co., The) 2, Grand Trunk June* In K. Co., The) 2, Grand Trunk June* In K. Co., The) 4, Grand Trunk June* In K. Co., Chi. 4, Chi. & Vernalia Santa Fig. Co. 4, Chi. & Chi. R. Synthesister R. Y. Co.	12, 667 15, 677 22, 819 51, 450 25, 511	160	12	15,677	494, 038 435, 811 590, 502 801, 928 8, 500 680, 837	71.9 77.3 128.5
7 Joliet & Chi. R. R. Co. The	. 24, 269			24, 269	485,622	99.5
9 Evan., T. H. & Chi. R'y Co. 0 Chicago & Erie R. R. Co. 11 Chi. & Grand Trunk R. R. Co., (The) 12 Grand Trunk Junet'n Ry Co.	1,771 10,964	10	25		52,023 246,613	68.3 89.0
3 Chi, & Ill, Southern R. K. Co. 4 Chi, & Northwestern R. Y. Co. 5 Chi, & West'n ind, R. Co. 6 Chi, Bara, & Quiner W. R. Co. Chi, Bara, & Quiner W. R. Co. Chi, Bara, & Chi, Bara, & Co. Chi, Bara, & Chi, Bara, R. Co. Chi, Bara, & Chi, Bara, R. Co. 9 Chi, Whith R. R. Co. 9 Hi, Valley & N'th'n R. R. Co. 10 Q. All & St. L. R. R. Co. 11 Q. All & St. L. R. R. Co. 20 Chi, Great Western R. V. Co. 20 Chi, Great Western R. V. Co.	34, 173 7, 361 59, 520	179 49 722	362	\$4,473 7,394 60,001	2,690,573 283,480 1,808,280	62. 52. 66.
7 Chicago & Iowa R. R. Co. S. Chi., Bur. & N'th'n R.R.Co. Galesburg & Rio R. R. Co.						
9 III. Valley & N'th'n R R. Co						
A Chaego-Junction Ry Co. Chi. J. S. & Eastern Ry Co. S. Chi. J. S. Eastern Ry Co. J. Chi. Lenon Transfer R. R. Co. Chi. Lenon Transfer Ry Co. Chi. Lenon Transfer Ry Co. Lin L. Transfer Ry Co. J. Chi. Lenon Ry Co. J. Chi.	43,845 24,506 7,291		94	43,848 24,553 7,291	1, \$21, 190 574, 418 284, 549	41. 85. 51.
9 Peo. & Bureau Val. R'y Co.	36 613			36 613	1,000,304	
Chi. Union Transfer R'y Co Clev.Cim.Chi. & St.L.R'y Co The	33,857	353		34, 112	956,508	71.
3 Kankakee & Seneca R'y Co. 4 Peo & East'n R'y Co. (The	3,476	50		3,509	69,820	100.
6 E. St. L. Connecting R'y Co. 7 Elgin, Johet & East'n R'y Co.	13, 323 13, 531	397		13, 323 13, 796	474, 920 338, 273	56. 81.
9 Galesb'g & G. East'n R.R.Co. 0 Illinois Central R. R. Co.	*119,995	2,140		121, 422	3, 247, 473	74
1 Bine Island R. R. Co	::::::::					
3 Chi., Mad. & N. R. R. Co. 4 Chi. & Springfield R. R. Co.						
Chicago & Texas R. R. Co						
8 Rantoul R. R. Co						
South Chicago R. R. Co						
S. L. Alt. & T. H. R.R. Co. III. Terminal R. R. Co. III. Terminal R. R. Co. S. Chi, & Chio R. R. R. Co. Juni, III. & R. R. Co. Lova Central R'y Co. Lake Eric & West'n R. R. Co. L. S. A Mich. S. R'y Co. Jackel Rev Bureau Co. R. R. Co. Jackel Rev Bureau Co. R. R. Co.	2, 152 284 3, 262	37		2, 152 284 3, 257	54, 416 10, 958 1, 088 52, 910	51. 60.
6 Jack, & St. Louis R. R. Co. 7 Lake Erie & West'n R. R. Co.	3,511	54 159		3,547	100,416 720,513	70.
SL S & Meft S & R & Co. R R Co. 0 L, E & St L Con. R R Co. 1 Louisy & Nasby R R Co. 2 Michigan Central R R Co. 3 Joliet & N. Ind. R R Co.	9,543			9, 595 9, 564		93.

RAILROADS.

by Locomotives—Continued.

20	21 22		23	24	25	26	27	28	29	30	
		Cons	TRUCTICS	ζ.		Gran	Grand run	Ave	Ave tion	Ave per tion	
Coal, Tons.	wood- cords.		Total fuel con sumed—tons.	Miles run	Average p'nd consumed pe mile	Grand total fuel con sumed—tons	total	Average p'unds con samed per mile	Average cost coa per ton at distribu- tion point	Average cost wood per cord at distribu- tion point	
	Hard	Soft.	con- ons		per	con	m iles	e con-	ribn-	wood tribu-	
967	19		880	17, 933	98.14	115, 888 23, 496	2,600,249	89.14 80.29	\$1 29 1 60	81 18	
6, 705 3, 836		8	6, 711 3, 859	664 103, 811	129.30	192, 795 55, 376	3 306 593	116.61	80	1 04 1 50 2 39 1 50	
3,836	35		3,859	73, 224	105 41	55, 376	875, 152 240, 806	126.55	1 25	2 39	
1,173	27		113 1, 191	6,000 33,227	37.00 71.70	7,679 234,269	240,806 4,736,092	98.93	70	2 10	
										2 10	
4,835			4,835	100,810		159,609	2, 492, 256		71		
106	1		107	1,856	114.80	14, 424 27, 988	261, 754	110.20	1 51	66	
74		1	74	1,537	96.94	27,988	551,805	101.44	1 30	80	
13,927	22	46		353, 885	78,92	486, 628 7, 391	11, 075, 700 283, 480	87.87 52.16	1 51	2 39 2 33 1 10	
6, 132	109		6,205	221,808	55.95	7,394 393,580	9, 043, 181	52.16 87.04	1 29	1 10	
									1 64	2 83	
						43, 172 62, 270	2 205 009	34.79	1 20		
5,078		20	5,688	118,891	85,60	43, 172 63, 370 185, 029 45, 204 172, 625	1, 174, 713 2, 205, 000 4, 328, 037	73.50 34.79 85.50	1 20 1 70	1 99	
1,366 2,540			1,366 2,575	20, 981 98, 208	130.14	45, 204	1,033,970	87 43	65		
2,540	53		2,575	98,208	52.44	172,625	4,507,299	76.60	1 52	2 40	
170			170			42,516			1 31		
3,820	15		3,830	55,526	137.94	192, 939	3,893,000 81,517	99.12	99	1 79	
2,053	23		2,068	31, 361	121 66	6,377 39,351	81,517 660,199	156.46	1 19 76	1 92	
2,000	20		2,005	31,361	101.00		000, 132	113.21	10	1 04	
1,575						13, 323 73, 401 1, 814	474.920	56.11	81		
1,575	37		1,600	31,499	101.60	73,401	1, 136, 623	129.16	I 15	2 08	
						1,814	77,652	46.72	1 00		
12, 782	231		12,936	425, 081	60.86	687, 350	14,893,065	92.30	87	1 65	
• • • • • •											
536											
536 169			536 169	8,040 5,900	133.21	13,806 1,405	321,595 53,289	85.86 52.73	1 16 1 17		
109			109	5,900	57.29 83.72	18, 712	4,921	76.05	1 07	1 61	
1,701			109 1, 701	43,037	70.90	27, 240		90.80	1 07	1.86	
						10, 462	211,497	98.93	73	1.50	
652 198	20		665 195	14,753 5,414	90.21 73.14	18, 712 27, 240 10, 462 25, 362 35, 527	211,497 543,528 918,588	93.32 77.35	1 40	2 04 1 67	
3,713	20	2	3, 733 571	40,951	182.31	49,822	9!5,687	108.82	65	60	
570 56		2	571 56	19,393 1,790	58.86 62.50	55,644 35,696	1, 161, 653 864, 768	100.97 82.56	86 1 45	2 26	
			36	1, 730	00.00	53,636	504, 705	35.36	1 43		

Table XII.-Consumption of Fuel

				-					
	14	15	16	17	18	19			
	SWITCHING.								
Name of Company.	Coal- Tons.	WOOD- CORDS.		Total fuel con- sumed—tons	Miles run	mile			
		Hard	Soft.	con- tons.		d per			
64 Terminal R. R. Co. 65 Mobile & Ohio R. R. Co. (The) 66 St. L. & Cairo R. R. Co.	- 050			7, 056	297.197				
65 St L & Cairo R R Co.	7,036			1,006	297, 197	41,4			
67 N. Y., C. & St. L. R. R. Co	9,240	53		9,276		71.1			
69 Oma, K. C. & Eastern R R.Co	24 3, 612	39		3, 638	102, 326	90.0 71.1			
73 Pitts., Ft. W. & Chi. R'y Co.									
75 P., Cin., C. & St. L. R'y Co., (The)	3,662	41		3,690	90, 456	81.5			
77 Peoria & Pekin Union R'y Co. 78 Peo., Dec. & Evansv. R'y Co. 79 Chi. & Ohio R. R. R. Co. (1)	2,873 142		314	2,573 142	143, 456 5, 113	40.0			
79 Chi. & Ohio R. R. R. Co. (1) 80 Q., Carrollton & St. L. R'y (1) 81 Rock Island & Peoria R'y Co. 82 St. Clair. Mad, & St. L. Belt	2,390			2,390	87,932				
\$3 St. L., Bellev. & So. R'y Co. \$4 St. L., C. & St. P.R'y Co. of III. \$5 St. L., lud'plis & E. R. R. Co.	1,314			1,314	71, 789	36.5			
86 St. L. Mer. Br'ge Ter. R'y Co									
88 St. L., Peoria & N. R'y Co									
90 St. Louis Bridge Co	15,113	417		15,947	378, 758	84.5			
93 St. L., Van. & T. H. R.R.Co. 94 Terre Haute & Peo. R.R.Co.									
95 Tol., Peo. & West'n R'y Co. 186 Tol., St. L. & K. C. R. R. Co. 197 Tolnea & Eastern R. R. Co.	6,837			6, 837	224, 461	60.9			
OW (Cabach P. P. Co (The)									
39 Wab. Chester. & W. R.R. Co., (The) 00 Wank. & Miss. Val. R'y Co. 01 Wisconsin Central Company. 02 Chi. & Wisconsin R. R. Co.	9,232		80	9,272	182,711	72.3			
Total					22, 287, 729				

⁽¹⁾ Chicago & Ohio River E. R. Co. Report for seven months ending January 31, 189.
(2) Chicago & Ohio River R. R. Co. (Operated by L. D. & W. Ry. Co.) Report for five months ending June 30, 1898.
(3) 1900. For John S. S. Louis Ry. Report for six months ending June 30, 1899.

by Locomotives—Concluded.

20	21	22	23	24	25	26	27	28	29	30
	1									
		Cons	TRUCTION			Gran	Gran	Aver	Aver	per
Coal. Tons.		RDS.	Total fuel con sumed—tons.	Miles ruu	Average p consumed mile	Grand total fuel con sumed-tons	Grand total mile	Average p'unds con- sumed'per mile	Average cost coal per ton at distribu- tion point	ege cost cord at dist point
	Hard	Soft.	con- ons		per d	gon-	6 2	e con-	ribu-	ribu-
2,438			2,438	112,381	43.40	72, 472	1,707,216 341,886			
17			17	322	105.59	13,027	341,886	76,21	1 34	95
362	6		365	11.621	62.93	604 18, 450	17,520 428,295	68.90 56.16	80 1 10	
303	2		305	8,499	71.71	18,479	397, 292	93.02	92	1 50
						22,548	628, 282	71.75	85	1 24
2, 134			2, 134	73,443	58.11	34,476 2,063	894.380	77.09 72.96	89	32
						2,301				2 50
839	····		839	36, 993	45.36	21,979	556, 023	79.06	1 34	
	(:::::									
2,993			2,993	76,028	78.74	23, 007 4, 828	462, 753 86, 976	99.44	63	
						11,869	86,916	111.00	99	3 25
						22, 550				
2,806			2,806	51,220	109.57	115,631	2,180,963	106.40	80	75
738	24		754	36,878	40.96	38, 072	951, 158 994, 017	80.05	91	
1,026			1.026	36,870 15,406	133.25	51,940	951, 158 994, 017	104.51	90	
†39,678 127	447		40, 125	850, 442	94.36	250, 716	4,853,932	103.30	82	92
			121	0,090		532			1 79	
597		5	599	11,830	94.40	30.907	609.089		1 64	60
128 939		89		3 191 956		4 356 801	92 981 226	_		_

^{*} Includes 983 tons of coke. † Includes both switching and construction.

STEAM

Table XIII.—Accidents in Illinois

	_								
1	2	3	4	5	6	7	8	9	10
	SE	Pas	R.	Е	MPLOY	res.	01	гнен	ss.
NAME OF COMPANY.	_								
	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	I otal
1 Atchison, Topeka & Sauta Fé Ry. Co., The		9	9	4	27	31	11	18	
1 Atchison, Topeka & Sauta Fé Ry. Co., The Baltimore & Ohio R, R. Co. Server, Ry. Co. Baltimore & Ohio R, R. Co. Server, Ry. Co. Belt Railway Co. of Chicago The St. Central & Chester R. R. Co. Belt Railway Co. of Chicago The St. Central & Chester R. Co. Server R.		18	18	4	94 19 6 21	10 96 23 6 28	8 4 2 	5 11 3 2 20	
Joliet & Chicago R. R. Co. (The Chicago & Eastern Illinois R. R. Co	1	6		8	44	52	16	17	
Chicago & Erie R. R. Co		1	1	3	37 4	40 4	7 5	11	
Chicago & Illinois Southern R. R. Co		13		18		50	67		
Chicago & Western Indiana R. R. Co. Chicago, Burlington & Quiucy R. R. Co.	2	1	3	14	6	6 16	3 47	2 9	
Chicago & Iowa R. R. Co Chicago, Burlington & Northern R. R. Co				1	3	4	1		
Illinois Valley & Northern R. R. Co				2		2	3	1	
St. Lonis, Rock Island & Chicago R. R. Co Chicago Great Western Ry. Co		5	5	2	23	2 30	7 2	5	
Chicago, Lake Shore & Eastern Ry, Co Chicago, Milwankee & St. Paul Ry, Co Chicago, Peoria & St. Louis R. R. Co. of Ill Chicago, Rock Island & Pacific Ry, Co.	1	2	3	3 14 14	69 33 35 81	72 37 49 82	9 5 26 6	63 5 34 8	
Peoria & Burean Valley R. R. Co. Chicago Terminal Transfer R. R. Co.		3	3	3	40	43		13	
Chicago Uniou Transfer Ry, Co. Cleve., Cin., Chi. & St. L. Ry, Co. (The)		19	19	9	99	105	15	30	
Peoria & Eastern Ry. Co. (The)	1	14	15	3	39	42	6	7	
East St. Louis Connecting Ry. Co. Elgin, Jonet & Eastern Ry. Co. Fulton County Narrow Gauge Ry. Co.		i	i	17	25 131	26 138	1	9	
Galesburg Great Eastern R. R. Co	6	16	99	34	12	46	71	18	
Chicago, Havana & Western R. R. Co Chicago, Madison & Northern R. R. Co Chicago & Springfield R. R. Co Chicago & Texas R. R. Co Chicago & Texas R. R. Co									
Mound City Ry. Co. Rantoul R. R. Co. South Chicago R. R. Co. St. Louis, Alton & Terre Haute R. R. Co.									
l Illinois Terminal R. R. Co Phalianapolis, Decatur & Western Ry, Co 3 Chleago & Ohio River R. R. Co. (2) 4 Indiana, (Illinois & Iowa R. R. Co					2 1 9	2 1 9	i		

RAILROADS.

for year ending June 30, 1899.

11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	36	31
- '		Gra								Кі	ND (or A	CCH	ENT						
То	TAL.	Grand total	6.0	UP- NG ND N- UP- NG.	FA IN FR TRA AN E	OM INS ID N-	HE	B- UC-	Ιī	OL- JS- NS.	D RA ME	E- IL- VTS.	TR	HER AIN CI- NTS.	HICE OF THE STREET	GH- AY OSS-	S	AT TA- ONS	OT CAI	HER JSES.
Killed	Injured		Killed	injured	Killed	injured	Killed	Injured	Killed	Injured	Killed	Injured	КШед	Injured	Killed	Injured	Killed	Injured	Killed	Injured
15 10 6 6	54 14 123 22 9	69 24 129 28 9	1 1	13 4 16 7 3		1 2 17 3 1		1		6 1 4 1				i	1 1	6 3 2	2	15	13 8 1 5	28 3 47 11
42 25	41 67	83 92	3	17	5										4	5		4	35 12	20
10 5	49 4	59 9				3			-	1					5 1	3		1	5	33
90		178		11	2	3			3	4					 29 1	14	1		61	
63 2	8 12 8	11 75 10		1	4				ï	2	1			4	13	3	12	2	32 1	52 2 4
5																				
	1	6													1		1		2	i
9 9 12 9		11 42 144 47 112	····i	5 15 11	1 2 1 2 4	5 4 7	i	2	1	5 2 2		1	6	2 1 4	1 7	11 1 7	8		1	10 45 13
12 9 41 7 29		96 70		15		2				2		25			1	2		54 15 1	22	50 13
11	148	175	1	8		5					1	15	i	2	4	2		55	7	38
27 1 10		1 70	1	6		9		6	ï	6		13			····i	2		13	1 4	5
2 7	27 141	29 148	2	6 12	2	5 7				3		1 3	2	3 9		3	1	12	2	103
iii	46	157	2		25	13	2		5	7		11	67						9	
	2	2		2																
i	1 9 60	16	::::	···i	····i	2			::			1 2	::::	13	1			::::		6 38

	1	2	3	4	5	6	7	8	9	10
			Pas- enge		E	MrLOY	Es.	Or	гнкн	ıs.
	NAME OF COMPANY.	-								_
		Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total
6 Joeksonville	& St, Louis Ry. Co									
7 Lake Erie & \ 8 Lake Shore &	Vestern R. R. Co Michigan Southern	1		····i	6	5 20	6 26	2 6	13	
9 LaSalle & Bu 0 Louisville, Ev 1 Louisville & 1	S. Louis Ry, Co. Vestern R, R. Co. Vestern R, R. Co. Annayille & St. L. Con. R, C. Connayille & St. L. Con. R, C. Con. Con. R, C. Con. Con. Con. R, C. Con. Con. Con. R, C. Con. Con. Con. Con. Con. R, C. Con. Co. Con. Co. Con. Con. Con. Con. Con. Con. Con. Co.	0			1	52 17	53 17 5	1 4 3	2 4 3	
3 Joliet & Nor	thern Indiana R. R. Co									
5 Mobile & Ohio 6 St. Louis &	Cairo R. R. Co.	2					52 80			
Chicago & S	state Line R. R. Co. (The)	ie								1
Pawnee R. R. Pennsylvania	Co		7		4	251	255	5	17	
2 Calumet Riv 3 Pittsburg, F	rer Ry. Co	::: ::::								:
5 Pitt., Cin., Ch	i. & St. L. Ry. Co. (The)		1	i	3	48	51	4	20	
7 Peoria & Pek 8 Peoria, Decat	in Union Ry. Cour & Evansville Ry. Co	::: ::::	3	3	1	38 8	39 9	4	3	
9 Chicago & C 0 Quincy, Carr	Ohio River R, R, Co	(10			
2 St. Clair, Mad	lison & St Louis Belt R. R. Co					76				
4 St. Louis, Chi 5 St Louis, Ind	eago & St. Paul Ry. Co. of Ill. ianapolis & Eastern R. R. Co.		5	5		76 4	4		1	
St. Louis Mer St. Louis M	chants' Bridge Term. R. R. Co erchants' Bridge Co oria & Northern Ry. Co		2		1		1		1	
9 Terminal Rai 0 St Louis B:	lroad Association of St. Louis					1	1	1	1	ľ
Terre Haute	& Indianapolis R. R. Co nis & Carondelet Ry. Co	1	4	5	3	87	90	4	11	
8 St. Louis, V	andalia & Terre Haute R. R. (10			
% Toledo, reori % Toledo, St. Le 7 Toluca & Eas	onis & Kansas City R. R. Co tern R. R. Co		3	3		38	38		10 2 13	
8 Wabash R. R 9 Wabash, Che	nria & Northern Ry, Co- lroad Association of St. Louis ridge Co. & Indianapolis R. R. Co. Law Company of the Co. Law C					15	26	24		
n waukegan & H Wisconsin Ce Chicago &	Mississippi Valley Ry. Co entral Co Wisconsin R. R. Co				1	6	7		3	
Tetal	The contract of the contract o	-	179	193	199	1,777			_	-

_Concluded

1	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
	14		14	10	10	4.	10	10	-						_			20	50	
		Gran								Kı	ND 0	F A	CCID	ENT						
Т	otal.	Grand total	U CO	UP- NG ND N- UP- NG.	TRA	LL- GG OM INS ID N- ES.	HE	ER- B- UC- NS.	L	OL. IS- NS.	RA	E- IL- NTS.	OTI TR AC	CI-		GH- AY OSS-	S	AT TA- ONS		THER USES.
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92	2,431	3, 123	29	323	65	263	3	19	19	75	9	129	87	77	92	107	75	409	313	1,08

STEAM RAILROADS.

Table XIV.—Taxes paid in Illinois.

1	2	3	4
NAME OF COMPANY.	1897.	1898.	1899.
A. T. & S. F. Ry Co., (The). Raltimore & Ohio R. R. Co. Balt & Ohio S. W. Ry Co., Belt Ry Co. of Chicago, The; Contrails & Cheese R. H. Ro. Contrails & Cheese R. H. Ro. Contrails & Cheese R. H. Ro. Chicago, C. Free R. R. Co. This & Esstere III. R. R. Co. This & Chicago, C. Free R. R. Co. Chicago, & Free R. R. Co. Chicago, & Free R. R. Co. Chicago, C. Ry, Co., (The). Grand Trans June, Ry, Co. Chicago, R. W. Ry, Co.	8103,575 27	8114, 180 22	8115 142 87
A., T. & S. F. Ry. Co., (1 ne)	21,465 16 117,703 57 63,000 00	22, 161 13 117, 599 32	8115, 142 87 19, 796 48
Balt, & Ohio SW. Ry. Co	117, 703 57	117,599 32	118,080 00
Belt Rv. Co. of Chicago, (The)	63,000 00	51,000 00	59,500 00
Centralia & Chester R. R. Co	238.845.79	141 96 241,039 86	242, 951 57
Chi. & Alton R. R. Co., (The	238, 845 79		
Joliet & Cht. R. R. Co., The	118,971 42	142,973 10	139,028 05
ET. H. & Chi. Ry. Co	220,012 32		
Chicago & Erie R. R. Co			35,412 04
Chi. & G. T. Ry, Co., (The)	77,452 07	84.682 72	84,912 70
Grand Trunk June, Ry. Co			
Chi. & Ill. South'n R. R. Co	965 220 41	296 459 20	268, 252, 62
Chicago & N. W. Ky. Co.	109.219.32	118,027 71	1) 114, 276 16
Chi. & West. Ind. R. K. Co	375, 309 19	377,968 59	380,683 58
Chi. Bur. & Quincy R. R. Co	20,568 63	21,978 60	21, 297 22
Chi., Bur. & North. R R. Co	28,211 50	29,168 59	29,306 22
Galesburg & Rio R. R. Co	2,305 71	2,260 44	13 532 07
Ill. Valley & North. R. R. Co	10, 145 91	12,400 00	10,002 01
Q'ncy, Afron & St.L. R.R.Co	57, 725, 67	59, 789 71	58,780 17
St. L., R. I. & C. R. R. Co	43,976 76	53, 224 45	67, 430 97
Chicago Junction Ry. Co		5,507 01	13,271 46
Cht., Lake S. & East. Ry. Co	8,258 02	9,915 90	140 526 33
Chi., Mil. & St. P. Ry. Co.	156,576 58	151, 420 38 92 933 B6	32 839 80
C., P. & St. L. R. R. Co. of Ill	27,440 02	157 139 27	134,850 31
Chi., R. I. & P. Ry. Co Peoria & Bur. Vv. R. R. Co	200, 475 00	201200 21	
Chi. Term. Trans. R. R. Co		147,896 17	151,994 77
Chi Union Trans. Ry. Co		************	124 268 04
2 C., C., C. & St. L. Ry.Co., (The)	125, 190 33	7 479 53	5 402 06
Kankakee & Seneca Ry. Co	25, 207, 32	27 254 52	27, 320 61
Peoria & E. Ry. Co., (The)	23,235 80	211001 00	
5 DePue, Ladd & East, K. K. Co	15,581 00	2,125 13	3,273 37
7 Elgin, Joliet & East. Ry. Co	48,396 65	48, 875 68	2 666 01
S. Fulton Co. Narrow G. Ry. Co	3,010 61	2,635 15	599.85
9 Galesburg & Gt. East. R.R.Co	262 049 20	539 261 70	566 292 12
0 Illinois Central R. K. Co	1011.042-10		
1 Blue Island R. R. Co			
Chi., Mad. & North. R.R.Co			
Chi. & Springfield R. R. Co			
5 Chicago & Texas R. R. Co			
6 Kankakee & S. W. R. R. Co			
7 Mound City Ry. Co			
8 Rantoul R. R. Co			
0 St. L., A. & T. H. R. R. Co			
Illinois Terminal R. R. Co		17 094 00	17 833 50
2 Ind Decatur & West, Ry. Co	16,340 40	11,304 00	4.000.00
3 Chi. & O. River R. R. Co	15 596 49	16, 531 16	16, 193 36
54 [nd., II). & la. R. R. Co., (The)	16,086 89	18, 164 80	16,667 71
55 Jacksonville & St. L. Ry. Co	13,172 07	13,584 89	14,135 %
77 Lake Erie & West. R. R. Co	28, 225 21	29,309 32	21,415 80
58 Lake Shore & M. S. Rv. Co	78,206 90	68, 105 45 865 56	768 50
59 LaSalle & Bur. Co. R.R.Co	24 612 20	21 232 46	31, 738 33
60 L. E. & St. L. Con. R. R. Co	58, 650 98	47, 198 27	48, 301 09
61 Louisville & Nash. R. R. Co	22,845 66	24, 249 99	41,459 30
53 Juliet & North. Ind R R.Co			
64 Terminal R. R. Co	0.000	90 099 50	27 690 70
65 Mobile & Ohio R.R.Co , The)	36, 365 67	25, 993 33	01,000 0
66 St. Louis & Cairo R. R. Co	30,370 74	28,960 19	24, 467 3
Chi. & Eastern III. R. G. O. Chi. & G. T. Ry, Co., The lo. Chi. & III. South in R. R. Co. Chi. & G. T. Ry, Co., The look of	50,310 19		
69 Omaha, K. C. & East. R. R.Co.			
70 Pawnee R. R. Co	465 58	521 5	518 9 115,934 2
71 Pennsylvania Co	124,828 13	134, 427 09	
72 Calumet River, Ry. Co		i	

Table XIV.—Taxes paid in Illinois—Concluded.

1	2	3	4
NAME OF COMPANY,	1897.	1898.	1809.
South Chicago & S. R. R. Co			
P.,C., C. & St. L.Ry.Co., (The) Englewood Cou, Ry, Co	8122, 738 45	\$158,607 57	\$102,906 24
Peoria & Pekin Union Ry.Co	32,593 99	36, 150 00	40,000 00
Peoria, Decatur, & E. Ry, Co	47, 595 93		37,587 90
Chi. & O. River R. R. Co			5,251 32
Quincy, Car. & St. L. Ry. (1)		42,000 00	
Rock Island & Peoria Ry. Co St. C., M. & St. L. B. R. R. Co		42,000 00	39,301 79 2,114 90
St. Louis, Bell. & S. Ry, Co	1,645 03	2,290 29	2,005 25
St.L., C. & St.P.Ry. Co. of Ill.	16, 167 16	19,817 72	18,718 55
St. Louis, Ind. & E. R. R. Co	15, 126 61		5,284 40
St. L. Mer. Bridge T. Ry. Co	18,492 18	14,097 61	11,751 99
St. Louis ster. Bridge Co			23, 995 65
Term, R. R. Ass. of St. Louis.	45,894 63	48, 691 10	
St. Louis Bridge Co			
Terre Haute & Ind. R. R. Co	84,829 86	93, 257 89	91, 286 80
E, St. Louis & Car. Ry. Co			
Terre Haute & P. R. R. Co			
Toledo, Peoria & West, Ry.Co	46, 427 31		
T., St. Louis & K. C. R.R. Co	35,959 41	35,758 55	37,498 03
Toluca & Eastern R. R. Co Wabash R. R. Co., (The)	221, 280 00		481 95
W., C. & W. R. R. Co., (The).	5,815,64	217, 245 00 5, 969 64	232, 385 00 5, 411 06
Waukegan & Mississippi Valley R'y Co			306 83
Wisconsin Central Company	16,728 24	17,336 36	18,979 92
Chicago & Wisconsin R. R. Co			
Total	04 184 000 40	04 585 050 50	64 600 770 64

⁽¹⁾ Taxes assessed against C. & W. f. R. R. Co, paid by tenant companies.



STATISTICAL TABLES

Elevated and Electric Railroads in Illinois

I TO XIV INCLUSIVE.

INCORPORATED UNDER THE GENERAL RAILROAD LAWS OF THE STATE.



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=	ES USED ER CAOE	Ilinois	4.93	9.	00.31	-88	14.91	2.00	12.91
01	MILES OF ROAD USED UNDER TRACKAGE RUGHTS.	Whole line.	4.93	9	2.00	9.6	14.91	2.00	12.91
on.	New road built 1899 in Illinois	during						-	9.68
œ	Yard, tracks, and spurs in	sidings Illinois	1.54	9	9 :	2 14	7.68	2.00	9.68
1.	Second, third fourth trac Illinois	i and ks in	8.0	18.38	18.38	00 50 50 50 50 50 50 50 50 50 50 50 50 5	66.87	18.38	48.49
9		nois.	6.52	14.76	14.76	0 2 2 0 2 0	57.65	14.76	42.89
2	LENGTH OF LINE OWNED-IN MILES.	Whole line.	6.52	14.76	14.76	10 22 22 20 22 20 20 20 20 20 20 20 20 20	57.65	14.76	23.88
-3	LENGTH OF LINE AND MILES. EXCLUSIVE OF TRACKAUE	mois.	6.52	14.95	14.95	10.50 2.72 2.20	57.84	14.95	42.89
99	LENGTH OF LINE OPERATED—IN MILES. EXCLUSIVE OF TRACKAUE RIGHTS.	Whole line.	6.52	14 95	14.95	10.50 2.72 2.20	57.84	14.95	42.89
21	By whom operated.		L. S. E. R. R. Co	Dickinson MacAllister, re- ceiver(1)	EE	Kond not completed St. L. B. & S. Ry. Co. S. S. E. R. R. Co. Lessees.			
1	Date of filing report-Operating and financial.		Oct. 5,1899, O. & F	Sept. 20, 1899, O. & F.	Sept. 8, 1899, F	Sept. 34, 1839, O. & F. Aug. 31, 1839, O. & F. Sept. 15, 1839, F.			
	NAME OP COMPANY.		Lake St. Elevated R. R. Co. (The) Oct. 5, 1899, O. & F., L. S. E. R. R. Co.	R. R. Co	Ry. Co. (The) Union Consolidated Ellat dRy. Co	St. L. Beleville & Sphurban Ry.Co Dec. 4, 1869, O. & F. South Side Elevated R. R. Co Aug. 31, 1899, O. & F. Uhion Elevated R. R. Co Sept. 15, 1899, F.	Totals Less Metropolitan West Side Fle-	vated R. R. Co., duplicated	Totals.

For the period ending February 2, 1899.
 For the period ending June 30, 1899.

883, 113, 500 81, 239, 171 831, 669, 000 81, 630, 580 850, 690, 690, 690, 690, 690, 690 81, 691, 690, 690 825, 690 81
voted R. R. Co., duplicated 15,000,000 15,000,000 15,000,000 203 30,000,200

æ		Total	Col. 3+7.	\$247, 240 384 000 2 325, 841 3 20, 350 4	44, 123 458, 808 7 358, 589 8	\$1,942,011
	NED.	Total income from		\$25, 340 19, 762 20, 350	2,090 358,589	8426, 131
9	INTONE PROM PROPERTY OWNED.	NOOME.	Miscellaneous, described—including rents. Cols. 4+5+6.	\$25,340 19,762 20,350	1,167	8425, 208
ю	PROME PROM	SOURCE OF INCOME.	Bonds.	3847, 240 385, 720 386, 079	8053	\$923
4	Z		Stocks.		8923	\$923
00		Income from operation—	Col. 1-2		44, 123	81,515,880
03		Operating expenses.		\$306,059 \$89,662 254,236	33, 237 604, 938	81,568,132
1		Gross earnings from	operation.	\$653, 299 728, 382 563, 315	1,061,656	83.084.012
		NAME OF COMPANY.		Lake Street Elevated R. R. Co. (The: Metropolitan West Side El. R. R. Co. Union Consolidated Elevated Ry. Co.	Out of wealth in the first transfer of the f	Totals

Table III.—Income Account—Whole Line,—Continued.

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16	ž	deficit-	26, 691 241, 789 77, 680 125, 683 125, 683 8835, 287
15		fuccine Col. 8—14.	
=		Total fixed charges,	8311, 619 119, 290 251, 801 20, 350 80, 123 224, 236 81, 106, 721
2	MARGES.	Miseel- lancous.	3.0 8.83 3.10 4.05 5.05 5.05 5.05 5.05 5.05 5.05 5.05
12	s yo Piven (Taves.	818, 455 31, 651 34, 611 37, 108 1, 908 888, 900
11	RES ASSIGNABL DESIGNATION.	Rents.	866, 753 85, 046 61, 183 777 8230, 063
10	EXPENDITURES ASSIGNABLE TO PINED CHARGES. DESHGNATION.	Interest on interest- bearing liabilities not otherwise provided for.	20, 100 SST, 777 SSS, 201, 123, 201, 123, 201, 123, 201, 201, 201, 201, 201, 201, 201, 201
a		Interest on funded debt accrued.	\$223, 663 155, 368 20, 350 23, 750 215, 113 \$618, 246
	NAME OF COMPANY.		and Street Elevand R. R. Co. (The). Computing West State Elevand R. R. Co. Computing West State Elevand R. R. Co. Computing May and Elevand R. R. Co. Computing May and Elevand R. R. Co. Computing State Elevand R. R. Co. Tonia, Ballevand R. R. Co. Tonia, State Elevand R. R. Co.

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			NAME OF COMPANY,		Lake Street Edevated R. R. Co. (The) Composition of the Co. (The) Union Consolidated Edevated R. Vo. (The) Union Consolidated Edevated R. Vo. N. Loris, Edeleville & Salundam R. V. Co. St. Loris, Edeleville & Salundam R. V. Co. Union Edevated R. R. Co.	Totals
-	а.	DIVIDENDS DECLARED.	PREFERRED STOOK,	Amouut		
<u></u>	AYME	SNDS	KED C.	Rate per cent		90
13	NTS FRO	DECL	STO	Amount	\$103,238	\$103,238
ล	PAYMENTS FROM NET INCOME.	ARED.	COMMON STOCK.	Rate per cent		
51	ET	Total inch	paymen ading m	ts from net income iscellaneous	\$215, 901 103, 23×	8319, 139
83	Surplu	18 from 30, 1899	operati	ons of year ending	85, 591 76, 980 85, 591 76, 980 8 256, 045	8516,118
81	Deficit June	from 30, 1899	operati	on of year ending	120	
24	Surplu	ıs on Ju	ne 30, 18	98	\$200,612 214,170 91,225	
52	Deficit	on Jur	ie 30, 189	s	8276,005	\$506,007 \$276,005
ล	Additi	ons for	year			
22	Deduc	tions fo	or year .			:
26 21	Surplu	ıs on Jı	ane 30, 1	899	\$219, 431 75, 080 775, 080 470, 245 479, 245	81,016,564 \$270,
83	Defici	t on Ju	ne 30, 185	99	8270,414	8270, 414
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				en ⇔r-x	
2	à.	Proportion to total income. 100+Col. 15÷Col. 23	988	99.00 8.00 8.00	87.9
2	ARY	Total earnings per train mile	9	57584	1
12	SUMMARY O	Total earnings from operation. Col. 5+ 10+13+14	8653, 299 728, 382 563, 315	77,360	83,084,012
Z	OTHER EARNINGS.	Telegraph rentals and other sources.		\$35,3%6	835,386
=	EAR	Balance of car mile- age and switching charges			
22	Prop	ortion to total earn-			
Ξ	Freig	ht earnings per train e, dollars and cents			
07	Total clue tors	freight earnings, in- ling stock y'ds, eleva- and miscellaneous			
6	Reve	nue per ton per mile,			
x	Freig	ht revenue			
t-	HE HE	Proportion to total earnings. 100+Col. 5+Col. 15	0.000	96.1	35
ı	SSEN	Passenger earnings per train mile, dol- lars and cents	15	55665	
ç	Earnings Arising prom Passengei Service.	Total passenger earnings, includ- ing miscellaneous.	8653, 299 728, 342 563, 315	77,360	83,018,626
→	SERVICE.	Express			:
ea.	OS A1	Revenue per passen- ger per mile, cents			
~	EARNIN	Passenger revenue.	8639, 340 728, 343 563, 315	77,360	\$3,031,667
		NAME OF GOMPANY.	Side Ele Side Ele Cons. Ele	Northwestern Elevated R. R. Co. Str. L., Bellev, & Sub, Ry Co. South Side Elevated R. R. Co. Union Elevated R. R. Co.	Totals

TABLE IV.—Eurnings and Income in Illinois.—Concluded.

NAME OF COMPANY. Stocks. Bonds. Miscona. Discona. Misconary Proprint Stocks. Bonds. Miscongolian West Side Elevated R. R. Co. (The R. Co.	Stocks.	INCOME PROM PROPERCY BOUTROE OF INCOME. Bounds. M	COPERTY OWNE E. Mixcellaneous S25, 330 19, 772 20, 390	Fotal in from proper descri	Proportion to to total income.	T ina
South Side Elevated R. R. Co Upion Elevated R. R. Co	8923	\$923	1,167 358,589	2,096 358,589	100.0	1,063,746
Potal	\$923	8923	\$425,208	\$426, 131	12.2	83, 510, 143

Table V.—Expenditures in Illinois.

				-2122-4	0 0 t- x	
AND OPERATING ENPENSES.	21	SUMMARY.	Total operating expenses and fixed charges.	\$647,708 488,942 506,007 20,350	77, 359 704, 463 229, 936	82, 674, 855
ENSE4.	Ξ		Amount. Cols. Jane. Jane. ous.	8341, 649 119, 250 251, 861 20, 350	227 20, 522 30, 622 30, 622	81, 196, 723
AND OPERATING EXPENSES	10	VRIE TO	Mixerly ons.	82,058 6,912	30,846 30,667 13,757	\$93,760
OPERAT	6	S ASSIGNA CHARGES. ATION.	Taxes.	813, 631 81, 631 81, 634	26, 105	806,901
AND	x	EXPENDITITIBES A-SHENARLE TO FINED CHARGES. DESIGNATION.	Repts, Taxes, Inne-	NGC, 753 NS, OGG 64, 937	13, 276	\$230,032
	t-	Enpen	Proportion of control	8261, 414 155, 368 20, 350	33,750 215,113	SGM6, 025
	9		Propor- tion of operat- ing ex- operat- ing in- come.	56.75 57.75 75.71	22.5	51.40
· Gage	ıs	EXPENSES ASSIGNABLE TO OPERATION.	Total Total Cx. expenses Tenses. (518.1.	\$304, 059 342, 652 254, 236	33, 237 604, 358	81,568,132
A.—Cirbialish Earthorn	7	HUB TO O	General cx- renses.	820, 733 47, 000 27, 410		\$151,213 \$1,157,350 \$148,011
ALEBRAIL.	29	Assigna	Conducting ing trans- porta- tion,	\$240, 101 271, 918 180, 758	155, 600 43, H3*	1, 157, 380
à	10	SN3-ENSEN	Mainte- nance of equip- ment.	\$25,450 24,416 25,536		\$151,213
	-		Mainte-Mainte. Conduct mane of mane of trans- struc nieut, portu- fure.	25.21 15.85.1 15.802 15.802	39,726 65,7%	878, 291
		NAME OF COMPANY.		Lake St. Elevated R.R. Co. (The) Met. W. Sale Elevated R. R. Co. Met. W. Side Elevated Ry. Co. Unjon Con. Ejevated Ry. Co.	Northwestern Elev. J. K. Co. St. L., Bellville & Suh. Ry. Co. South Side Elevated R. R. Co. Union Elevated R. R. Co.	Total

2	Net		
22	Net of tra	earnings per mile road (including ck rights)	39, 398 3, 043 42, 654
2	ros	penses per mile of ad (iucluding track hts)	
Ξ	Gro ope ros	eration per mile of	76,206
10		Freight earnings per mile of road (including track rights)	
6.	AFPIC.	Average amount received for	
æ	FREIGHT TRAFFIC	freight Dollars and Cents Average distance haul of one ton, in miles.	
r-	FREI	Number of tons of freight car- ried one mile	
9		Number of tons of freight car- ried earning revenue	
ia.		Passenger earn- ings per mile of road (including track rights)	04398 76,200 04437 95,913 00000 95,913
7	AFFIC.	Average amount received from each passenger -Dollars and Cents	8, 05000 871, 477 04457 05, 913 06000 05, 913
က	R TR	Average distance carried, in miles	2.00
01	PASSENGER TRAFFIC	Number of pas- sengers carried one mile	12, 850, 502 25, 511, 956 1, 743, 496 20, 525, 406 219, 621, 866 60, 961, 400
-		Number of pas- sengers carried earning rev- erue	12, 850, 502 25, 841, 995 1, 743, 495 20, 525, 408
		NAME OF COMPANY.	And the Street Market M

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81	WHOLE LINE.	Total yearly compensation	\$114,804 90 408,400 13 323,811 60 9,285 00 8886,301 63
5	Миο	Grand total	203 646 203
20		Total yearly compensation	\$144, 804 90 408, 400 13 823, 811 60 9, 285 00 8896, 301 63
63		Grand tetal, 1 to 18, inclusive	203 646 538 538 10 10
œ		All other employés and laborers	
12		Employés account, floating equipment.	135 135
92		Telegraph operators and dispatchers	a :- : : : : : : : : : : : : : : : : : :
15		Switchmen, flagmen and watchmen	3 3
7		Other trackmen	* := ::: : : : : : : : : : : : : : : : :
23		Section foremen	1
읩	LLINOIS	Other shopmen	5 5 : : : : : : : : : : : : : : : : : :
Ξ	1	Carpenters	3 : 12: : 13: 3
2		Machinists	8 10 : : 4: 6
ъ		Other trainmen	289 146
æ		Conductors	8 2 :: 3 : 5
E		Firemen and power house employes	::3::::: 3
9		Engineers and motor- men	199 : :: 199
40		Other stationmen	= :2 : : :2 : %
~		Station agents	205
20		General office clerks	4 :8 : : : : : : : : : : : : : : : : : :
53		Other officers	11 11111
-		General officers	0 F-910 T-4 S
		NAME OF COMPANY.	Jake Street Blovated R. R. Co. (The). Meropolitan W. S. Blowated R. R. C. Meropolitan W. S. Blowated R. R. C. Northwestern Element R. R. C. Northwestern Element R. R. C. Northwestern Element R. G. South Niel-Elevated R. C. Union Elevated R. C. Totals.

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			CCZ
			-010040001-30
	×	All other em- ployés and la- borers	2 12
	11	Employés acc'nt floating equip- ment	61
İ	91	Telegraph oper- ators and dis- patchers	2 35 25
	12	Switchmen, flag- men and watch- men	25 1 24 24 24 24 24 24 24 24 24 24 24 24 24
	2	Other trackmen.	1 90 1
	23	Section foremen.	22 82 83 83 84 84 84 84 84 84 84 84 84 84 84 84 84
	22	Other shopmen.	81 97 1 69 2 96
	=	Carpenters	8 8 8
ľ	10	Machinists	82 cu . cu . cu . cu . cu . cu . cu . cu
ľ	6	Other trainmen.	\$1 66 \$2 23 1 50 2 12 1 66 2 12
ľ	œ	Conductors	81 76 1 75 1 75
	t-	Firemen and pow'r house em- ployés	8
	9	Enginemen and motormen	80 00 00 81 121 132 82 131 132
ĺ	ıa	Other station- men	1 64 1
	4	Station agents	1 56
	09	Gen'l office corps	8 8 9 9
	23	Other officers	- C3
	-	General officers.	\$6 10 73 59 59 55 51
		NAME OF COMPANY.	I Lake Stree Elevated R. R. Co., (The). Metror tan West Side Blev. R. R. Co. a Nerror tan West Side Blev. R. W. Co. S. Cheror tan West Side Blev. R. Co. S. Cheron Co., Co. Co., Co., Co., Co., Co., Co.,
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			-3100-000-00
2		Equipped with automatic coup- ler	155
=		Equipped with train brake	22 : 52 : 52 : 52
91		Total, Cols.7+8+ 9+10+11+12+13.	2 : 5:
12	VIOE.	Others	
Ξ	NEB	Baggage, expre's and postal cars.	
13	ENGE	Sleeping cars	
23	PASS	Parlor cars	
=	CARS IN PASSENGER SERVICE.	Dining cars	
10	ů.	Emigrant cars	
œ.		Combin'tion pas- senger cars	
œ		Second class pas- senger cars	
t-		First class pas- seuger cars	155 : 155
9		Equipped with automatic coup- ler	3
io.		Equipped with train brake	8 2 8
7	Morors.	Total. Cols. 1-2 +3	¥ :2 : : : : : : : : : : : : : : : : : :
200	Мол	Switching	
23		Freight	
-		Passenger	% 3 : : : : : : : : <u>8</u>
		NAME OF COMPANY.	I lake Struct Blevated R.R. Co., (The) 2 Meric Law West Skids Blev, R. E. Co. 3 Meric Law West Skids Blev, R. Co. 4 Union Committeed Blev, Ry, Co. 16 Law Committeed Blev, Ry, Co. 16 Law Short Blevated R.R. Co. 16 Law Short Blevated R. Co. 17 Meric Blevated R. Co. 18 Meric Blevated R. Co. 18 Meric Blevated R. Co. 18 Meric Blevated R. Co. 18 Meric Blevated R. Co. 18 Meric Blevated R. Co. 18 Meric Blevated R. Co. 18 Meric Blevated R. Co. 18 Meric Blevated R. Co. 18 Meric Blevated R. Co. 18 Meric Blevated R. Co. 18 Meric Blevated R. Co. 18 Meric Blevated R. Co. 18 Meric Blevated R. Co. 18 Meric Blevated R. Co. 18 Meric Blevated R. Co. 18 Meric Blevated R. Co. 18 Meri

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e Salvarian By. Co. R. R. Co.	Elevated IX. Co.	CALE TO COMPANY OF STREET	20 21 22 23 24 25 26 27 27 28 29 30 31 32 33 34 Content of Personal Service.	19 20 21 22 23 24 25 26 27 28 29 80 81 82 83 84 85	automatic couplers
R. R. Co. Cline. Co. A. S.	R. P. Co. (Tile)			Equation of the control of the contr	uplers

Table X. Description of Equipment Concluded.

			-:::::::::::::::::::::::::::::::::::::
3	Grand mot equip matie 6+18	total cars and ors owned, oped with auto- coupler. Cols. +28+35+38	122
2	Grand mot equip brak +27+	total cars and ors owned, oped with train e. Cols. 5-17+ 34+37	227 227 227 227 227 227 227 227 227 227
27	Grand moto 4+39	total cars and ers owned. Cols.	22. 22. 22. 22. 22. 22. 22. 22. 22. 22.
ş	LEASED.	Equipped with automatic coupler.	12
=	MOTORS AND CARS LEASED.	Equipped with train brake.	
9	Morotes	Number.	
£		Equipped evers even with columber, +33+36.	1
ĕ	SERVICE.	Equipped Equipped with with train automatic brake. coupler.	
37	CARS CONTRIBUTED TO FAST PREIGHT LINE SERVICE.	Equipped with train brake.	CO. The Co. Th
36	CARS FAST FICE	Number.	95555:5 Europe
		NAME OF COMPANY.	Lake Street Elev Ted I. R. Co. (The) 128 1

year
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Illinois, .
in
head Crossings
Overi
e and 1899.
Grad
Trestles,
Bridges,
Ballast,
Ties,
Rails,
XIRc
LABLE

				-012-00-X	1.20
	85	Numb	er of grade rail-		
	55	Numb way grade	er of street rail- crossings at		
	97	Numb	er of grade vay cro-sings		
	នា	LWAY.	Number of wooden		
	5	OVERHEAD RAILWAY CROSSINGS.	Number of iron		
	27	OVERIU	Number of masonry		
	83	WAY WAY INGS.	Number of wooden		
ed.	55	ON RECHEAD HIGHWAY CROSSINGS	Number of iron and masonry.		
Table XI.—Concluded	97	Tuestiles.	Aggregate length in feet.		
J.	2	Tress	Number		
le XI	×		Aggregate length in feet.	8555 855 855 855 855 855 855 855 855 85	304
Tab	17		Number of combination		
	34	Bunness	Number of woodden		
	12	_	Number of iron		1
	Ξ	i I	Number of masonry		
			MAME OF COMPANY.	Makew St. Edward R. R. Co., The Makew St. State Elevated R. R. Co., The W. State Elevated R. R. Co., Theon Con. Elevated R. S. Co., Theon Con. Elevated R. Co., St. L. Redeville & Sain State Elevated R. R. Co., Co., Theon Elevated R. R. Co., Co., Theon Elevated R. R. Co., Co., Theon Elevated R. R. Co., Co., Theon Elevated R. R. Co., Co., Theon Elevated R. R. Co., Co., Theon Elevated R. R. Co., Co., Theon Elevated R. R. Co., Co., Co., St. R. R. Co., Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. Co., Co., St. R. Co., Co., St. R. R. Co., Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. R. Co., Co., St. R. R. R. Co., St. R. R. R. Co., Co., St. R. R. R. Co., Co., St. R. R. R. Co., St. R. R. R. Co., St. R. R. R. Co., St. R. R. R. Co., Co., St. R. R. R. Co., St. R. R. R. R. Co., St. R. R. R. R. R. Co., St. R. R. R. Co., St. R.	Total



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Table XIII.—Accidents in Illinois

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
	Pas	SEN	GER	Ем	PLOY	ES.	0	THE	RS.	To	TAL.	Grand Total	COUP	UN-
Name of Company.	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured		Killed	Injured
1 Lake St. El. R. R. Co. The) 2 Met. W. Side El. R. R. Co. 3 Met. W. S. El. R. R. Co. The 4 Union Cons. El. R. R. Co. 5 Northwestern El. R. R. Co. 6 St. L. Bel. & Sub. R'y Co. 7 S. Side Elevated R. R. Co. Union Elevated R. R. Co. Totals.	3	8	1 1 4 8	1	1 7	 1 8				1 2 1 3 1	15	28 2 1 5 16	1	

CCXXXI

for year ending June 30, 1899.

15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
						Kini	o or	Accu	ENT.						
FALI FR TRA ENGI	OM INS.	OBS	RHEAD TRUC- ONS.		LLI-)NS.	DER	AIL-	TE	HER AIN D'TS.	W	HIGH- AY INGS.		STA-		HER JSES
Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed	Injured	Killed.	Injured	Killed.	Injured
	-												-		
:	:	Li_	<u> :</u> _		<u> </u>	:	1	:_	ļ :	ļ :		:_	:	:	:
	1				10			1	5				2		4
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Table XIV.—Taxes paid in Illinois.

	1	2	3	_
NAME OF COMPANY.	1897.	1898.	1899.	_
1 Lake Street Elevated R. R. Co. 'The'. 2 Metropolitan West Side Elevated R. R. Co. 3 Metropolitan West Side Elevated R'y Co. 4 Unjon Consolidated Elevated R'y Co.	57,536 2	2 56,500 00	31,631 52 24,643 86	1 2 3 4
5 Northwestern Elevated R. R. Co 6 St. Louis, Belleville & Sniourban R'y Co 7 South Side Elevated R. R. Co. 8 Union Elevated R. R. Co	7,535 1	35,311 74	26,108 33	5
Total	\$79,055 6	\$107,989.85	896, 902 37	

LIST OF

RAILROAD OFFICIALS

INCLUDING THOSE OF INTER-URBAN LINES.



ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY, (THE)

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Aldace F. Walker	New York, N. Y
resident. First Vice-President and General Solic	E. P. Ripley	Chicago, Ill
First Vice-President and General Solic		
itor	E. D. Kenna	Chicago, III
Second Vice-President Secretary and Treasurer. Assistant Secretary.	Paul Morton	
Secretary and Treasurer	E. Wilder	Topeka, Kan
Assistant Secretary	L. C. Deming	New York, N. Y
Assistant Treasurer General Counsel	H. W. Gardiner	
General Counsel	Victor Morawetz	
Comptroller	J. P. Whitehead	O1
General Auditor	H. C. Whitehead	Chicago, III
General Counsel. Comptroller. General Auditor. Freight Traffic Manager Assistant Traffic Manager	W. B. Biddle	
Assistant Traffic Manager	W. A. Bissell	San Francisco, Cal
Assistant General Freight Agent	C. R. Hudson	China III
	J. E. Gorman	Chicago, III
Assistant General Freight Agent.	J. W. Tedford	** :::::::::
Passenger Traffic Manager	George 1. Nicholson	Toronto Por
ieneral Passenger Agent	W. J. Black	Chiesas III
Assistant General Passenger Agent General Baggage Agent Auditor of Disbursements	C. A. filegins	Topolso Von
General Baggage Agent	r. waish	Topeka, Kan
Auditor of Disbursements Auditor of Freight Receipts	I. S. Lauck	
Auditor of Freight Receipts	C. S. Sutton	
Auditor of Passenger Receipts	W C Hadasa	Chicago III
General Purchasing Agent General Manager Uhief Engineer	I I Prov	Topoka Kan
general Manager	T D	ropeka, Kan
General Superintendent	H II Mudge	
Assistant General Superintendent	A work Turner	
Signal Engineer	I & Hobson	
Superintendent of Machinery	lohn Player	
Superintendent of Stachmery	C W Kouns	
Superintendent of Telegraph	C G Shalee	
Reneral Claim Agent	C W Rune	
fax Commissioner	E T Cartlidge	
		44

DIRECTORS.

Name.	Postoffice Address.		Date of Expiration of Term.				
H. Rieman Duval	New York, N. Y	Second Thurs.	Dec., 189				
Thos. P. Fowler Charles S. Gleed	Toneka Kan	**	189				
Victor Morawetz.	New York N V	' "	189				
Edward J. Berwind			190				
George A Nickerson	Roston Mass		190				
R. Somers Hayes	New York, N. Y.	,	** 190				
Andrew C. Johes	Wichita, Kan		190				
			190				
Edward N. Gibbs			** 190				
Benjamin P. Cheney	Boston, Mass		190				
Edward P. Ripley	Chicago III		** 1900				
Aldace F. Walker	New York, N. Y.		** 190				
William Rotch	Boston, Mass		** 1900				
Cyrus K. Holliday	Topeka, Kan		** 190				

BALTIMORE & OHIO RAILROAD COMPANY.

Operating and owning Baltimore & Ohio & Chicago Railroad Co.

OFFICERS.

Title.	Name.	Location of Office.
Receivers President Secretary General Altories Comptroller Sudfor, Secretary	John K. Cowen C. W. Woolford W. H. Jiams H. L. Bond, Jr H. D. Bulkley George W. Booth F. D. Underwood D. Willard J. M. Graham T. J. English	Newark, O. Garrett, Ind
Superintendent of Telegraph Fraffic Manager Jeneral Freight Agent. Assistant General Freight Agent. Manager Passenger Traffic. Feneral Passenger Agent. Feneral Baggage Agent	C. S. Wight L. R. Brokenbrough G. A. Cartwright D. B. Martin B. N. Austin	Pittsburg, Pa Baltimore, Md Chicago, Ill.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Orland Smith	New York, N. Y	April, 1900
George R Dennis	Frederick, Md	
J. D. Baker W. W. Peabody		: ::
W. W. Peabody	Cincinnati, O	. : :
A. P. Edgerton	Ft. Wayne, Ind	
James W. Ellsworth	Chicago, Ill	
J. M. Graham		
P. C. Snead	Newark, O	
John Reed	Mausfield, O	

BALTIMORE & OHIO & CHICAGO RAILROAD COMPANY.

(Operated by the Baltimore & Ohio Railroad Company.)

OFFICERS.

Title.	Name.	Location of Office.
President Secretary and Treasurer	Orland Smith	New York, N. Y Newark, N. J

DIRECTORS.

Postoffice Address.	Date of Expiration of Term.
New York, N. Y	April, 1900
Chieago, Ill	April, 1901
('hieago, Ill Frederiek, Md	':' ::
	April, 1902
	Postoffice Address. New York, N. Y. Chieago, III. Baltimore, Md. Chieago, III. Frederick, Md. Chieago, III.

BALTIMORE & OHIO SOUTHWESTERN RAILWAY COMPANY.

OFFICERS.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term,
Edward R. Bacon,	New York City	November 24, 1899
Edgar T. Wells		***
Edward R Bell	***	***
Edward Bruce		**
J. H. Davis	*********	
Henry W. Poor		
James Sloan, Jr	Baltimore Md	**
W. W Peabody.		
Lowe Emerson		**
W. M. Greene		
Frank W Tracy	Springfield, Ill	
Augustus B Ewing	St Louis, Mo	
Oscar G. Murray	Baltimore, Md	"
Francis Pavy		

BELT RAILWAY COMPANY OF CHICAGO (THE).

OFFICERS.

Title.	Name,	Location of Office.
President and General Manager Vice-President and General Solicitor Secretary and Anditor Treasurer Chief Engineer and General Roadmaster. Superintendent. Agent in Illinois for transfer of stock.	E. Bancroft M. J. Clark J. E. Murphy E. H. Lee J. M. Warner	

DIRECTORS.

Name.	Postoffice Address.	Date	of Expiration of Term.
O. S. Lyford	Chicago, Ill.	June 5,	1900
Joseph Ramsey, Jr Chas, M. Hays	St. Lonis, Mo		*** ********
W. F. Merrill W. W. McDoel	New York		

CENTRALIA & CHESTER RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	J. D. Gillette	New York
Vice-President	T. B. Needles	Nashville, Ill
Receiver and General Manager	C. M. Forman	Sparta, Ill
Secretary	S. L. Dwight	Centralia, Ill
General Attorneys	Forman & Browning .	East St. Louis, Ill
Anditor	T. D. Hincheliffe	Sparta, Ill
Superintendent	H. W Schmidt	
General Freight Agent	E A Burrill	**
Assistant General Freight Agent	A N Foot	
deneral Passenger Agent	P A Querill	
zenerai i assenger Agent	B. A. Buttiu	**
Assistant General Passenger Agent. Agent in Illinois for transfer of stoc	L DEST	Centralia, Ill
Agent in illinois for transfer of stoc	K S. L. Dwight	Centrana, III

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
D. Gillette	New York City	Not known
). P. Barker	Sparta, Ill	
I W Schmidt		
Y J Roshoronuch	Nashville, Ill	
B Nuedles	Nashville III	
V S Rowles	Poughkeepsie, N. Y Bristol, Conn	
V A Ingueben	Bristol Copp	
V. S. Ingraham	Dristoi, Conn	
A. S. Ingranam		

CHICAGO & ALTON RAILROAD COMPANY (THE).

OFFICERS.

Title.	Name.	Location of Office.
President	Chas. H. Chappell	Chicago, III
Secretary Freasurer General Solicitor	Wra Brown	
Auditor and Assistant Secretary Chief Engineer Jeneral Superintendent Jeneral Freight Agent	Chas, H. Davis H. C. Draper W. E. Gray	
ssistant General Freight Agentssistant General Freight Agent eneral Passenger and Ticket Agent	C. J. Chisam	Peoria, III
sst. General Passenger and Ticket Agt eneral Baggage Agent		

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. A. Henkle W. A. Simonson A. W. Kreeh J. C. Hatchins C. H. Chappell Mortimer L. Schiff E. H. Harriman J. W. Doane R. C. Clowery	New York, N. Y. Chicago, Ill New York, N. Y.	1,1901

JOLIET & CHICAGO RAILROAD COMPANY.

(Operated by Chicago & Alton Railroad Co.)

OFFICERS.

T.tle.		Name.	Location	of Office.
President Secretary and Treasurer. Agent in Illinois for transfer of stock	T. B. H. E. H. E.	Blackstone R. Wood R. Wood	Chicago, Ill	

DIEECTORS.

Name.	Postoffice Address.		Date of Expiration of Term.	
T. B. Blackstone. W. H. Bryson. W. J. Londerback H. E. R. Wood. F. R. McMullin	::		April,	1899

CHICAGO & EASTERN ILLINOIS RAILROAD COMPANY.

OFFICERS.

Title.	Title. Name.	
Chairman of the Board Prevident Prevident Prevident Prevident Prevident Secretary Pressure Pressure Assistant Treasure Assistant Treasure Assistant Treasure Assistant Treasure Assistant Treasure Assistant Treasure Prevident Prevident Division Superintendent Division Superintendent Division Superintendent Division Superintendent Prevident Assistant General Freight Agent Assistant General Freight Agent Assistant General Freight Agent Assistant General Freight Agent Assistant General Treight Agent Agent General Treight Agent Agent General Treight Agent Agent General Treight Agent Agent General Treight	M. J. Carpenter. O. W. Erford. O. W. Fridad. H. A. Rubidge. U. W. Hillard. W. H. Lyford. H. J. Wessing. H. W. W. W. Campbell. Heart M. Rhode. H. H. Willer, W. W. W. Campbell. H. W. W. C. Wessing. H. W.	New York, N.Y. Chicago, III. Danville III. Chicago, III. Danville III. Chicago, III. Danville III.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Henry H. Porter Anson R. Flower Henry Seibert Wyron J. Carrienter George H. Ball	Chicago, Ill New York, N. Y	June, 1900
Vyron J. Carrenter George H. Ball	Chicago, Ill	June, 1901
Oliver S. Lyford George S. Brewster Charles W. Oliviod Richard M. Hoe	Chicago, III	. June, 1902
Joseph G. English Frederick S. Fower	Danville, Ill	

EVANSVILLE, TERRE HAUTE & CHICAGO RAILWAY COMPANY.

(Operated under lease by C. & E. I. R. R. Co.)

Title.	Name.	Location of Office.
President Secretary , Treasurer Assistant Secretary	H. A. Rubidge	::

Name.	Postoffice Address.		Expiration of Term,
H. H. Porter M. J. Carpenter	Chicago, III	Last Wed	
O. S. Lyford C. W. Hillard	**	::	:: ::
W. H. Lytord		: ::	: :
H. J. Messing. E. H. Seneff H. A. Rubidge	**	::	: :: ::
J. C. Davis	Terre Haute, Ind		**

CHICAGO & ERIE RAILROAD COMPANY.

Title.	Name.	Location of Office.
President	I. G. McCullough	New York, N. Y
First Vice-President	E. B. Thomas	
Second Vice-President	W. F. Merrill	** ***
Chird Vice-President	\ \. Donaldson	
Secretary	David Bosman	:: ::
reasurer	A. Donaldson	
uditor	J. T. Wann	
nditor of Traffic	A. T. Uuddeback	
uditor of Disbursements	D. W. Bigoney	
hief Engineer	C. W. Buchholz	
eneral Superintendent	J C. Moorhead	Cleveland, O
Division Superintendent	C. C. Reynolds	Huntington, Ind
ivision Superintendent	tieorge A. Coe	Chicago, Ill
uperitendent of Telegraph	W. J. Holmes.	New York N V
eneral Freight Traffic Manager	Frank Harriott	**
eneral Freight Treffic Manager ssistant Traffic Manager.	Sam P. Shape	Cleveland, O
eneral Freight Agent	C L Thomas	
ssistant General Freight Agent	G. B. Whittlesey	***
ssistant General Freight Agent eneral Passenger Agent	D. I. Roberts	New York, N. Y
ssistant General Passenger Agent	F. W. Buskirk	Chicago, Ill
eneral Baggage Agent	E C. Ensign	New York, N. Y
and, Tax and Claim Agent	W. E. Talcott	Cleveland, O

DIRECTORS.				
Name.	Postoffice Addrees.	Date of Expiration of Term.		
1 G. McCullough E. J. Stetono E. B. Thomas F. B. Jennings F. B. Jennings Samuel Speace James H. Benedict Marcus A. Hanna Simon Perkins A. M. Mozire A. M. Mozire Charles H. Coster	New York, N. Y Cleveland, O. Sharon, Pa. Cleveland, O. Fhilad-lphin, Pa.			
W. F. Merrill G. M. Cumming. C. C. Reynolds.		::		

CHICAGO & GRAND TRUNK RAILWAY COMPANY (THE).

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board President and General Manager Secretary	Charles Percy	
Treasurer, including auditing and ac- counting departments Solicitor Chief Engineer General Superintendent Division Superintendent		
General Superintendent. Division Superintendent. Jeneral Traffic Manager. Jeneral Freight Agent	F. H. McGuigan Wm. Cotter George B. Reeve	Detroit, Mich Montreal, Quebec
First Assistant General Freight Agent General Passenger and Ticket Agent	David Brown	Chicago, Ill
Asst.General Passenger and Ticket Agent General Baggage Agent Agent in Illinois for transfer of stock	J. E. Quick	Toronto, Dom. of Ontar

DIRECTORS.

Name.	Postoffice Address.	Date o	f Expiration f Term.
Charles M. Hays. E. W. Meddaugh W. J. Spicer F A. Howe. D. F. Skinner George B. Reeve A. Dixon	Chicago, Ill Valparaiso, Ind. Montreal, Onebec	::	

GRAND TRUNK JUNCTION RAILWAY COMPANY.

(Operated under lease by the Chicago & Grand Trunk Railway Company.)

Title.	Name.	Location of Office.
Chairman of the Board President and General Manager Vice-President Secretary Trea-urer, including the accounts. Solicitor. Agent in Illinois for transfer of stock.	Chas. M. Hays F. A. Howe Chas. Percy James H. Muir E. W. Meddangh	Chicago, III

	Name.	Postoffice Address.	Date of Expiration of Term.
F. A. Howe E. W. Meddaugh		Montreal, Quebec	

^{*} Or when their successors are appointed.

CHICAGO & ILLINOIS SOUTHERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President. First Vice-President	Wm. T. Carrington	
Secretary. Treasurer	S. B. Cadow	

Name.	Postoffice Ad	ldress.	Date	of Expiration of Term.
Wm. T. Carrington. T. S. Hannah. S. B. Cadow. John S. Hannah. G. M. Patch	•••	Chicago	::	1900

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Albert Kerp. Marvin Huzhitt. M. L. Sykes. M. M. Krkman. H. R. Sykes. M. M. Kirkman. H. R. Sytullough. H. R. Sytullough. H. R. Sytullough. J. M. W. Pulver. J. W. Pulver. J. W. Pulver. J. W. Pulver. J. W. Fuller. J. H. W. Holster. J. W. Holster. William A. Gardier. William A. Gardier. W. H. Morse. Twee J. W. E. Morse. Twee J. W. L. Morse. Twee J. W. L. Warren B. Kniskern. Navin Huzhitt. Jr. J. W. Warren B. Kniskern. S. J. Cerebrahuling.	Chicago, III. New York, N. Y Chicago, III. New York, N. Y Chicago, III.

Name.	Postoffice Address.	Date of Expiration of Term.
David P Kimball. 'hauncey M. Depew Samuel F. Barger	New York, N. 1	June, 1900
d, L. Sykes ames C. Fargo	Lake Geneva, Wis New York, N. Y	
ames Stillman. Diver Ames Jenas Crane	Beston, Mass Dalton, Mass	:
Jarvin Hughitt K. K. Fairbank Syron L mith		June, 1902
yrus H. McCormick C. W. Vanderbilt V. K. Vanderbilt	New York, N. Y	
A. McK. Twombly John I. Blair	Blairstown, N. J	

CHICAGO & OHIO RIVER RAILROAD.

OFFICERS.

Title.	Name.	Location of Office.
Receiver and General Manager Prevident Secretary and Treasurer General Connsel Auditor Auditor Superintendert Superintendert Superintendert General Freight and Passenger Agent	R. S. Anderson W. J. Lewis J. S. Stephens E. M. Heberd R. B. Starbuck J. B. Ryan	New York, N. Y. Evansville, Ind Peoria, III Evansville, Ind Mattoon, III Olney, III.

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. I. Clark Emerson Chamberlain E. O. Hopkins K. S. Anderson	New York, N Y	October, 1899
E. O. Hopkins R. S. Anderson Stephen W. Carey. John J. Moore	New York, N. Y	October, 1900
John H. Prall		October, 1901
Herbert H. Drake Francis M. Weeks		

CHICAGO & WESTERN INDIANA RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Locat	ion of Office.
President and General Manager Vice-President and General Solicitor. Secretary and Anditor. Treasurer. Chief Engineer and General Roadmaster Superintendent. Agent in Illinois for transfer of stock.	E. A. Bancroft M. J. Clark J. E. Murphy E. H. Lee J. M. Warner	::	111

Name.	Postoffice Address.	Date of Expiration of Term.
Joseph Ramsey, Jr. Chas. M. Hays W. F. Merrill	Chicago, III. St. Lonis, Mo. Montreal, Canada. New York Chicago, III.	: :::::::::::::::::::::::::::::::::::::

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	C. E. Perkins J. C. Peasley Geo, B. Harris	Burlington, Ia
Secretary. Tr asurer General Solicitor. Assistant Solicitor General Anditor	J. C. Peasley J. W. Blythe C. M. Dawes C. I. Sturgis	Chicago, III. Burlington, Ia. Chicago, III.
General Manager. Chief Engineer. General Superintendent. Superintendent Illlinois Lines. Division Superintendent.	W. C. Brown W. L. Breckenridge J. D. Besler F. C. Rice	
Division Superintendent	W. B. Throop. W. G. Besler. H. S. Hetzler W. W. Ryder	Galesburg, Ill Beardstown, Ill Chicago, Ill
Jeneral Freight Agent Assistant General Freight Agent Assistant General Freight Agent Jeneral Passenger Agent Assistant General Passenger Agent	W. B. Hamblin E. R. Puffer P. S. Eustis W. A. Leler	:: :::::::::::
General Baggage Agent. Land Commissioner Agent in Illinois for Transfer of Stock.	E. E. Sadd W. W. Baldwin	Burlington, Ia

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration. of Term.
Francis W. Hunnewell		November 1, 1899
George P. Gardner		
William Endicott, Jr		:: :: ::::::
Richard Olney		
. Malcolm Forbes		
C. J. Coolidge	Manchester, Mass	
N. A. Griswold	Vow Vork X V	
lames H. Smith	In a join In In Inches	
James H. Smith Charles E. Perkins	Burlington, la	

CHICAGO & IOWA RAILROAD COMPANY.

(Operated under lease by the C. B. & Q. R. R. Co.)

Title.	Name.	Location of Office.
President First Vice-President Second Vice-President Secretary Treasurer Agent in Illinois for transfer of stock	J. C, Peasley George B. Harris H. W. Weiss	::

Name.	Name. Postoffice Address.	
F. H. Head. W. C. Brown J. C. Peasley C. I. Sturgis C. M. Dawes. H. W. Weiss George B. Harris.		March 7, 1900

CHICAGO, BURLINGTON & NORTHERN RAILROAD COMPANY.

(Operated under lease by the C. B. & Q. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President. Secretary. Treasurer	C. I. Sturgis. H. W. Weiss, A. G. Stanwood	Chicago, Ill

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.	
C. I. Sturgis. C. M. Dawes. H. W. Weiss W. Fabian F. S. Bagg	:::::::::::::::::::::::::::::::::::::::	August 31, 1899.	

GALESBURG & RIO RAILROAD COMPANY.

(Operated under lease by the C., B. & Q. R. R. Co.)

Title	Name,	Location of Office,
President Secretary and Treasurer Agent in Illinois for transfer of stock	H. W. Weiss	

Name.	Postoffice Address.	Date of Expiration of Term.
J. B. Colton H. W. Weiss C. I. Sturgis. George B Dunbar. F. S. Bagg.	Chicago, Ill	April 18, 1900

ILLINOIS VALLEY & NORTHERN RAILROAD COMPANY.

Operated under lease by C., B. & Q. Railroad Co.

OFFICERS.

Title.	Name.	Locati	on of Office.
President. Vice-President. Secretary and Treasurer. Agent in Illinois for transfer of stock.	C. I. Sturgis	- ::	

DIRECTORS.

Name.	Postof	fice Address.	Date	of Expiration of Term.
George B. Harris C. I. Sturgis. H. W. Weiss Geo. B. Dunbar. C. M. Dawes.	::	111.	June 26,	1900

QUINCY, ALTON & ST. LOUIS RAILWAY COMPANY.

Operated under lease by C., B. & Q. R. R. Co.

Title.		Name.	Location of Office.
President. Secretary and Treasurer. Agent in Illinois for transfer of stock	C. I. Str H. W. V H. W. V	irgis	Chicago, III

DIPPOTORS

Name.	Po	Postoffice Address.		Date of	f Expiration Term.
C. E. Perkins	Burli	ngton, Ia		April 18, 1	909
C. I. Sturgis	Chica	go. Ili			
F. S. Bagg		••		**	
W. C. Brown		**		**	
W. J. Fabian				**	
H. W. Weiss		••			
r. S. Howland		••		31	
I C Panelov					
I. C. Peasley Geo. B. Harris					
100. D. Harris					

ST. LOUIS, ROCK ISLAND & CHICAGO RAILROAD COMPANY.

(Operated under lease by C., B. & Q. R. R. Co.)

OFFICERS.

Title.	Name.	Location of Office.
President Vice-President. Secretary and Treasurer. Agent in Illinois for transfer of stock	C. I. Sturgis	Chicago, Ill

Name.	Postoffice Address.	Date of Expiration of Term.	
C. I. Sturgis. George B. Harris. J. N. A. Griswold. J. C. Peasley. C. E. Perkins. C. M. Dawes. H. W. Weiss.	New York, N. Y. Chicago Ill. Burlington, Ia. Chicago, Ill.	17, 1901	

CHICAGO GREAT WESTERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
hairman of Board	A. B. Stickney	St. Paul. Minn
resident	A. B. Stickney	
ice President	A Oppenheim	
**	A. Kalman.	
**		
ecretary	R. C Wight	
reasurer	C O Kalman	
eneral Counsel	F R Kallogg	
-peral Attorney	Daniel W. Lawler	
auditor and Vice President	W. B. Bend.	
eneral Manager		
htef Engineer.	S. C. Stickney	
ieneral Superintendent	D D. D.	
Division Superintendent.	h 1/11/11/2	
	J. Burlingett	
	R. W. Edwards	Dubuque, Ia
raffic Manager.	P. C. Stohr	
ieneral Freight Agent		
	F. H. Tibbitts	
	S E Stohr	Chicago, III
	T. J Hooper	St. Paul, Minn
	C. R Berry	. Kansas City, Mo
ieneral Passenger and Ticket Agent	t. F.H.L.rd	. Chicago, Ill
iss't General Passenger and Tkt. As	gent. H. D. Badglay	
eneral Baggage Agent	G. T. Spilbean	

DIRECTORS.

Хапье.	Postoffice Address.	Date of Expiration of Term.
Maurice S, Wormser H E Flowber A E Flowber A C St bened C W Benson L W Luss F Wedgerlouser A B Stocker A B Stocker	Minn apolis, Minn St Paul, Minn	September, 1899

LONDON FINANCE COMMITTEE.

The Rt. Hon. Win Leddeidale, Howard Gilliot, Alexander F. Wallan, Edwin Waterbouse, C. Shigo De Pothoneir.

CHICAGO JUNCTION RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	J. A. Spoot	Chicago, Ill
Fresident. First Vice President. Secretary. Transprer	James H. Ashby	U. S. Yards, Chicago, I
Secretary	C D. Moyer	:: ::
Treasurer	J. C. Dennison	"
General Connsel	Winston and Meagher	Chicago, Ill
Anditor	C. C. Chase	II. S. Yards, Chicago, 1
Chief Engineer	J B. Cox	:: ::
General Superintendent	R. Fitzgerald	"
Traffic Manager	S. S. Whitehead	Chicago, Ill

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term
F. S. Winston	Chicago, Ill	March 28, 1900
A. H. Veeder. Nathaniel Thayer. John A. Spoor.	Boston, Mass	1900
John A. Spoor. James H. Ashby	Chicago, Ill	1901
A. Valentine		. 1901
ames Miles		March 28, 1902
l. P. Lyman John P. Sherman		

CHICAGO, LAKE SHORE & EASTERN RAILWAY COMPANY.

Title.	Name.	Location of Office.
President.	C. H. Ackert	Chicago, Ill
resident. Secretary and Treasnrer Seneral Counsel Inditor	K. K. Knapp	
reneral Counse; deneral Manager hief Engineer ieneral Superintendent Pivision Superintendent 'raffie Manager,	G A. Pruden	South Chicago, Ill
leneral Superintendent Division Superintendent	L. W. McMcNamee	Bay View, Wis

Names of Directors.	Postoffice Address.		Date of Expiration of Term.	
E. H. Gary John Lambert	. Chicago,	111	December.	1899
C. P. Ceffin				
E. Shearson				
F. D. Raymond. D. H. Bacon				
C. H. Ackert.				

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.	
President First Vice-President	Roswell Miller	Chicago, Ill.	
Second Vice-President	1 J Farling	Chicago III	
Secretary	P. M. Myers	Milwaukee, Wis	
Creasurer	F. G. Ranney	Chicago, Ill	
General Counsel	Geo. R. Peck		
omptroller.	E () Samull		
eneral Anditor	W. N. D. Winne	**	
ssistant General Auditor	W. F. Dudley		
eneral Manager	W. G. Colins		
hief Engineer.	D. J. Whittimore		
eneral Superintendent. Ssistant General Superintenden			
ivision Superintendents	(16 in number)		
nperintendent of Telegraph	U. J. Fry	Milwaukee, Wis	
eneral Traffic Manager	A. C. Bird	Chicago, Ill	
eneral Freight Agent	J. H. Hila; d	"	
ssistant General Freight Agents eneral Passenger and Ticket Ag	ont (i U U f. w)	. Chicago, Ill	
sst. Gen. Passenger and Ticket Ag	Agent G S Varsh	. Cincago III	
ssistant General Ficket Agent	A F. Merrill		
ssistant General Passenger Age	nts 2 in number		
eneral Baggage Agent			
and Commissioner	H. G. Haugan		

DIRECTORS.			
Name.	Postoffice Address.	Date of Expiration of Term.	
Philip D. Armour. Roswell Miller Angurst Helmont Charles D. Dickey, Jr. Peter Geides Joseph Milbank Wm. Kockefeler Samuel Spencer Charles H. Coster. Charles H. Coster. Charles H. Coster. Charles H. Gaston,	New York, N. Y		

CHICAGO, PEORIA & ST. LOUIS RAILROAD COMPANY OF ILLINOIS.

OFFICERS.

Title.	Name.	Location of Office.
Receivers	Charles E. Kimball	Springfield III
Vice-President Secretary and Treasurer.	Chas. D. Mayer	New York, N.Y
Assistant Treasnrer	Thos. C. Wellman	New York, N. Y
Auditor	Ralph Blaisdell C. Millard	: :: ::::::::
Anditor. Superintendent Superintendent of Telegraph. Jeneral Freight Agent. Jeneral Passenger Agent.	W. M. Bushnell	St. Louis, Mo

Name.	Postoffice Address.	Date of Expiration of Term,	
John Scott	New York, N. Y	December, 1899	
Thas. F. Dean	Springfield, Ill.		
Thas E. Kimball	New York, N. V	1900	
W. J. Curtis. C. A. Whitmore.		::	
Elencions Smith.	St. Louis, Mo		
Ralph Blaisdell. Iames Duncan	Alton, Ill	::	

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.		Rock Island, Ill.
President	W. G. Pnrdy	Chicago, Ill
First Vice-President	H. A. Parker	
Second Vice-President	Robert Mather	
Third Vice-President	J. M. Johnson	:
Secretary	Geo. H. Crosby	::
Treasmer	F. E. Hayne	
General Attorney	Robert Mather	**
General Attorney	M. A. Low	Topeka, Kan
Auditor	S. C. Matthews	Chicago, Ill
Assistant Anditor	H. F. Morris	
General Manager		::
Assistant General Manager	W. I. Allen	
General Superintendent	A. J. Hitt	
General Superintendent	W. H. Stillwell	Topeka, Kan
Division Superintendent	C. H. Hubbell	Chicago, Ill
	C. L. Nichols	Blue 1sland, Ill
**	W. M. Hobbs	Des Moines, Ia
**	C. N. Gilmore	**
	W. J. Lawrence	Trenton, Mo
**	C. W. Jones	Horton, Kan
**	F. C. Smith	Colorado Springs, Col.
**	A. T. Abbott	Herington, Kan
	S. B. Hovey	Fort Worth, Texas
Freight Traffic Manager	J. M. Johnson	Chicago, III
Assistant Freight Traffic Manager	H. Gower	
General Freight Agent	E. B. Boyd	**
General Freight Agent	H. H. Emboy	Topeka, Kan
General Passenger and Ticket Agent	t John Sebastian	Chicago, Ill
Asst. Gen. Passenger and Ticket Age	ent. E. E. MacLeud	
	L. M. Allen	
**	E. W. Thompson	Topeka, Kan
General Baggage Agent	Geo, W. Duback	Chicago, Ill
Superintendent of Telegraph	A. R. Swift	
Land Commissioner.	J. L. Drew	Davenport, la
Agent in Illinois for transfer of stock	F. F. Havne	Chicago III

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
H. R. Bishop.	New York N. N.	Inne 1900
Alexander E. Orr.		
Ogden Mills		**
W. G. Purdy	Chicago III	
R. R. Cable	Rock Island III	**
		** 1901
F. H. Griggs A. R. Flower	Now York N V	
G. S. Brewster		**
Henry M. Flagler	***	**
W. A. Nash		** *003
Tracy Daws.	••••	1000
Marshall Field	Chicago III	**
H. A. Parker	Cureago, III	

PEORIA & BUREAU VALLEY RAILROAD COMPANY.

(Operated by the C., R. I. & P. Ry.)

OFFICERS.

Title.	Name.	Location of Office.
President Secretary Treasurer Transfer Agent. Agent in Illinois for transfer of stock	George T. Boggs Geo. H. Crosby William A. Nash Loftin Love Geo. H. Crosby	New York, N. Y. Chicago, Ill. New York, N. Y. Chicago, Ill.

DIRECTORS.

Name.	Postoffice .	Address.	Date	of Expiration of Term.
Tracy Dows. George T. Boggs Thomas A. McIntyre. William A. Nash James R. Cowing. Richard M. Hoe. H. H. Hollister.	::	Y	June 8,	:

CHICAGO TERMINAL TRANSFER RAILROAD COMPANY.

Title.	Name.	Location of Office.
Vice-President. Vice-President. Secretary. General Attorney. Comprioller. Assistant Comptroller. Chief Engineer. Traffe Manager.	E. R. Knowlton Henry S. Hawley	Chicago, III New York, N. Y. Chicago, III. New York and Chicago Chicago, III.

Name.	Postoffice Address.	Date of Expiration of Term.
William A. Read	New York, N. Y	189
harles L. Hutchinson	Chicago, Ill	1899
Jolgate Hoxt	New York, N. Y	1899
dark Breeden, Jr	Chicago, III	1899
saward D. Adams	New York, N. Y	1900
lenry Budge		1900
T. Gates		1900
5. K. Knowiton	Chicago, Ill	1900
ienry A. Kust	New York, N. Y.	1900
leury K lekelneimer	New York, N. Y	1901
K. Amsie	Chicago, Ill	1901
lency S. Hawley		1901
K. Knaup ames H. Eckels		1901

CHICAGO UNION TRANSFER RAILWAY COMPANY.

OFFICERS.

	Title.	Name.	Location of Office.
Secretary		H. H. Porter Parke E. Simmons Andrew Crawford	

Na + e.	Postof	fice Address.	Date o	of Expiration of Term.
Samu-l W Allerton Andrew Trawford J. H. Harsham Rosweil Miller A A. Spragne W. H. Truesdale E. P. Rindes H. H. Porter James Met-trea James Met-trea	St. Paul.	Minn	October,	1899

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Cornelius Vanderbi	ltNew York, N. Y
resident		Cincinnati, Ohio
lice-President		
Secretary	E. F. Oshorn	Cincinnati, Obio
Creasurer	Charles F Cov	New York, N. Y.
ocal Treasurer	F D Competock	Cincinnati, Ohio
Jeneral Connsel		Indianapolis, Ind
Auditor		
ieneral Manager		
hief Engineer		
Jeneral Superintendent	J. Q. Van Winkle	Indianapolis, Ind
Division Superintendent	T I Higgins	(Teveland, Ohio
Milion Superintendene	William Quinn	Springfield, Obio
		Indianapolis, Ind
	F. B. Sipp	
**		Wabash, Ind.
		Mt. Carmel, Ill.
Superintendent of Telegraph	C S. Rhoads	Indianapolis, Ind
of Motive Power	William Garstang	Indianapolis, ind
reight Traffic Manager	E. F. Cost	Cincinnati, Ohio
Ass't General Freight Agent	L. L. Hrde	11 11
eneral Pass, and Ticket Agent	W I I rook	11 11
Ass't Gen'l Pass. and Ticket Agent.	W. P. Deppe	
too t den i i ass. and i icket agent.	H. M. Branson	Indianapolis, Ind
deneral Baggage Agent	D. M. Calkins	Cleveland, Ohio
Ass't General Freight Agent		Cincinnati, Ohio
ass t General Freight Agent	C. Tillinghast	Chicago, Ill.
	W. D. Halliday	St. Louis, Mo
	A. B. Hough	
	H. F. Frost	

Names of Directors.	Postoffice Address.	Term.
I. E. Ingallseorge F. Bliss	New York N. Y	October, 1899
l. McK. Twombly. D. Layng. P. W. Vanderbilt D. Vanderbilt	::	
V. K. Vanderbilt		October, 1900
. P. Morgan ames Barnett Llec. McDonald corge F. Farlow	Cleveland, Ohio Cincinnati, Ohio	October, 1901

KANKAKEE & SENECA RAILWAY COMPANY.

(Operated by the C., C., C. & St. L. Ry.)

OFFICERS.

Title.	Name.	Location of Office.
President	T. P. Bonfield	Kankakee, III

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of term.
M. E. Ingalls. E. F. Osborn. T. P. Bonfield. R. R. Cable. W. G. Purdy.	Chicago, III	October, 1899

PEORIA & EASTERN RAILWAY COMPANY.

(Operated by the C., C., C. & St. L. Ry.)

OFFICERS.

Title.	Name.	Location of Office.
President Vice President Secretary Auditor General Manager Superintendent General Fight Agent	M. E. Ingalls J. D. Layng *J. (*) Davie P. A. Hewitt *J. A. Barnard *J. W. Rilley *Ford Woods	Cincinnati, O New York, N. Y. Cincinnati, O Indianapolis, Ind

Title.	Postoffice Address.	Date of Expiration of Term.
M. E. Ingalls	Cincinnati, OUrbana, Ill	February, 1900
John A Glover	Chicago, Ill	
E. F. Osborn	Cincinnati, O	
T. P. Bonfield	Kaukakee, Ill	

Officers marked "are the only distinctively Peoria & Eastern officers; all other officers are those of the lessee company, the C., C., C. & St. L. Ry. Co.

DU PUE. LADD & EASTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President First Vice-President Secretary & Treasurer	W. S. Cherry	***

DIRECTORS.

Postoffice Address.	Date of Expiration of Term.	
Chicago, Ill	June 30,	1896
Joliet III.	**	
	Chicago, III	Chicago, IIIJune 30,

EAST ST. LOUIS CONNECTING RAILWAY COMPANY.

Title.	Name.	Location of Office.
President Vice President Secretary	George L. Sands	St. Louis, Mo
Vice-President	Philip C. Scanlin	
Secretary	F. W. Cox	East St. Louis, Ill
Treasurer Auditor Attorney	Philip C. Scanlin	St. Louis, Mo
Auditor	C. L. Leslie	
Attorney	Chas. W. Thomas	Belleville, Ill
General Freight Agent Chief Engineer	John J. Baulch	St. Louis, Mo
Chief Engineer	S. W. Lee	East St. Louis, Ill

Name.	Postoffice Address.	Date of Expiration of Term.
John Scullin	St. Louis, Mo	November 15, 1899
A. C. Church Robt. Cunningham. S. W. Lee	East St. Louis, Ill	: ::::::::
Henry Sackman Geo. S. Sands Charles W. Thomas	St Louis Mo	: ::
Charles W. Thomas	Belleville, Ill	

ELGIN, JOLIET & EASTERN RAILWAY COMPANY.

OFFICERS.

President. C. H. Arkert Chicago, Ill.	

DIRECTORS.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
E. Shearson. F. W. Sutton. C. H. Ackert. E. H. Gary. G. W. Maslin. Samuel Spencer. K. K. Knapp. C. P. Coffin. W. L. Brown.	Chicago, III. New York, N. Y Chicago, III.	Jnne, 1900.
F. D. Raymond. C. H. Coster	New York, N. Y	

FULTON COUNTY NARROW GAUGE RAILWAY COMPANY.

fitle.	Name.	Location of Office.
President, Vice-President and Treasurer. Sceretary. Auditor: Auditor: Superintendent. General Freight Agent. General Passenger and Ticket Agent.	F. R. Crocker. Joseph Braden. J. A. Westblade. S. H. Mallory. W. G. Sharretts. W. G. Sharretts.	Chariton, Iowa Lewistown, Ill

DIDECTORS

Name.	Postoffice Address.	Date of Expiration of Term.
A. D. Mallory	Creston, Ia	. 1900
T. M. Stuart C. R. Kirk Henry Phelps J. A. Westblade Allan Mahory	Lewiston, III	1901
J. A. Westblade Allan Mal·ory	Creston, Ia	
S. H. Mallory Joseph Braden Moses Turner	Chariton, la	. 1902
V G Sharretts	Leiwstown III	1903
R. Crocker	Des Moines, Ia Chariton, Ia	

GALESBURG & GREAT EASTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Henry Harms	Niles Center, III
President First Vice-President	Henry Harms	
First Vice-President	Willis Smith	Chicago, Ill
Secretary	Adam Harrer	Niles Center, III
Treasurer	Albert J. Harms	Chicago, Ill
General Counsel	Carney.Shumway & F	Rice Galesburg, Ill
General Manager	Henry H. Trues	Niles Center, Ill
Chief Engineer	Emil W. Harms	Etherly, Ill
ieneral Superintendent	Edward J. Harms	Victoria. III
General Freight and Passenger Age	nt Edward J Harms	

Name.	Postoffice Address.	Date of Expiration of Term.
Adam Harrer W. Edward J. Harms Willis Smith Henry J. Harms	Victoria, III	1901
Emil W. Harms Henry Harms Albert J. Harms	Etherly, Ill	1902

ILLINOIS CENTRAL RAILROAD COMPANY.

OFFICERS.

Title.	Name		Location of Office
President	Stuyvesant Fis	sh	ew York, N. Y.
Prest View-President	J (' Wellma	C	hicago, Ill
second Vice President	J. T. Harahan		
ssistant Second Vice-President	J. F. Wallace .		
peruture	A G Hackstat	f X	ew York, N. Y
reasurer	E. T. H. Gibso	·B	
leneral Counsel	B. F. Aver		hicago, Ill
ieneral Solicitor	James Fentres	8	**
Anditor Freight Receipts	F Fairman		
Assisiant Auditor of Freight Receipts	M. D Royer		
Auditor Passenger Receipts	A. D. Joslin		
Auditor Disbursements	C. F. Krebs		
ocal Treasurer	J F. Titus		**
Auditor Disbursements. Local Treasurer	R. S. Charles.	N	ew Orleans, La
hief Engineer.	D Sloan	C	hicago, Ill
ieneral Superintendent	A. W Sulhva	n	
Assistant General Superintendent	J. G Hartigan		
** **	M Gilleas	M	l∝mphis. Tenn
Division Superintendent	H Baker	C	bicago, Ill
	H. McCourt		arbondale, Ill,
	D. S. Bailey .	C	huton, III
	F. B. Harrima	n D	ubuque, Ia
	J. C. Daily		linton. III
	H. R. Dill	F	reeport, Ill
	C K Dixon		herokee <u>. l</u> a
	W. S King		ackson, Tenn
	O. M. Dunn	N	ew Orleans, La
	A Philbrick		lemphis, Tenn
	J. B. Kemp	D	urant, Miss
uperintendent of Telegraph	G. M. Dugan	C	hicago, III
Fraftie Manager Assistant Traffie Manager ieneral Freight Agent Assistant General Freight Agent.	T. J. Hndson.		
Assistant Traffic Manager	M. C. Markhar	u	
ieneral Freight Agent	W. E Kerpers		
Assistant General Freight Agent	F. B. Bowes		ew Orleans, La
			bicago, III
			ouisville, Ky
			unuque, ta
ieneral Baggage Agent	I A O-horn E. P. Skene	C	hteage. Hi
and Commissisper			

		DIRECTORS.		
	Name.	Postoffice A	ddress.	Date of Expiration of Term.
	icy, John R. Tanner			January, 1901
Smyve-ant E H Harri	Fish	New York, N.	Y	September, 1899
Charles A. I	Sentualy, Jr	Chicago, III		September, 1900
W. Morton (irinnell	New York, N.	Y	September, 1901
		New York, N.		September, 1902
Charles M	a 10	Chicago, III Hartford, Con	n	September, 1902

BLUE ISLAND RAILROAD COMPANY.

(Operated under lease by Illinois Central Railroad Co.)

OFFICERS.

Title.	Name.	Location of Office.
President Vice-President	Stuyvesant Fish	New York, N. Y
Second Vice-President. Secretary Treasurer	T. J Harahau W G. Bruen	

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant Fish	New York, N. Y	October, 1839.
W. G. Bruen B. F. Ayer J. T. Harahan		October, 1900

CHICAGO, HAVANA & WESTERN RAILROAD COMPANY.

(Operated under lease by Illinois Central Railroad Co.)

OFFICERS.

Title.	Name.	Location of Office.
President Vice-President Second Vice-Presideut Secretary Treasurer	Stuyvesant Fish J. C. Welling T. J. Harahan W. G. Bruen E. T. H. Gibson	New York, N. Y. Chicago, Hi.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer	Chicago, Ill	October, 1839
B. F. Ayer J. C. Welling. Stuyvesant Fish. J. T. Harahan. W. G. Bruen	New York, N. Y Chicago, Ill	October, 1900

CHICAGO, MADISON & NORTHERN RAILROAD COMPANY.

(Operated under lease by Illinois Central Railroad Co.)

OFFICERS.

Title.	Name.	Location of Office.
President. Vice President Second Vice President Secretary Treasurer.	Stuyvesant Fish J. C. Welling J. T. Harahan W. G. Bruen E. T. H. Gibson	New York, N. Y

DIRECTORS.

_	Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer		Chicago, Ill. New York, N. Y Chicago, Ill.	October, 1893. October, 1900.

CHICAGO & SPRINGFIELD RAILROAD COMPANY.

(Operated under lease by Illinois Central Railroad Co.)

OFFICERS.

	Title.	Name.	Location of Office,
President Vice Preside Second Vice Secretary Treasurer.	nt. President	Stuyvesant Pish J. C. Welling J. T. Harahan W. G. Bruen E. T. H. Gibson	New York, N. Y. Chicago, Ill New York, N. Y.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer. W. G. Bruen J. T. Harahan. Stuyeesant Fish J. C. Welling	Chicago, Ill New York, N. Y. Chicago, Ill	October, 1899. October, 1900.

CHICAGO & TEXAS RAILROAD COMPANY.

(Operated under lease by Illinois Central Railroad Co.)

OFFICERS.

Title.	Name.	Location of Office.
PresidentVice-President	Stuyvesant Fish	Chicago, Ill
Second Vice-President	J. T. Harahan	**
Secretary Treasurer	J. F. Titus	

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. F. Titus	Chicago, Ill	October, 1899
Stuyvesant Fish	New York, N. Y. Chicago, 111	October, 1900
J. T. Harahan	Carcago: 21	

KANKAKEE & SOUTHWESTERN RAILROAD COMPANY.

(Operated under lease by Illinois Central Railroad Co.)

OFFICERS.

Name.	Location of Office.
Stuyvesant Fish	New York, N. Y
J. C. Welling	Chicago Ill
J. T. Harahan	** *
W. G. Bruen	
E. T. H. Gibson	New York, N. Y
	Name- Stuyvesant Fish. J. C. Welling J. T. Harahan. W. G. Bruen. E. T. H. Gibson.

Name.	Postoffice Address.	Date of Expiration of Term
Stuyvesant Fish	New York, N. Y	October 1899
J. C. Welling	Chicago, III	October, 1900
J. T. Harahan. W. G. Bruen		

MOUND CITY RAILWAY COMPANY.

Operated under lease by Illinois Central Railroad Co.

OFFICERS.

Title.	Name.	Location of Office.
President Vice-President Second Vice-President. Secretary Treasurer	Stuyvesant Fish	New York, N. Y Chicago, lil
Secretary Treasurer	W. G. Bruen	New York, N. Y

		DIRECTORS.	
	Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer W. G. Bru	r	Chicago, III.	October, 1839
J. C. Well	it Fish	Chicago III	October, 1'40
J. T. Hara	han		

RANTOUL RAILROAD COMPANY.

Operated under lease by Illinois Central Railroad Co.)

OFFICERS.

Title.	Name.	Location of Office.
President Vice-President Second Vice-President Secretary	Stuyvesant Fish. J. C. Welling. J. T. Harahan. W. G. Bruen E. T. H. Gilson	New York, N. Y. Chicago, Ill.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer J. C. Welling W. G. Bruen Stnyvesant Fish J. T. Harahan	Chicago, Ill	October, 1899 October, 1999

SOUTH CHICAGO RAILROAD COMPANY.

(Operated under lease by Illinois Central Railroad Co.)

OFFICERS.

Title.	Name.	Location of Office.
resident S ree-President J.	tuyvesant Fish	New York, N. Y
econd Vice-President J. ecretary W 'reasurer E	T Haraban	

DIRECTORS.

Name.	Postoffice Addrees.	Date of Expiration of Term.
B F. Ayer	Chicago, Ill	October, 1899
W. G. Brnen Stuyvesant Fish. J. J. Welling	New York, N. Y	October, 1900
T. Harahan		

ST. LOUIS, ALTON & TERRE HAUTE RAILROAD COMPANY.

(Operated under lease by Hilmois Central Railroad Co.)

OFFICERS.

Title.	Name.	Location of Office.
President Vice-President Second Vice-President Secretary Treasurer	J. C. Welling J. T. Haraban	Chicago, Ill

Name.	Postoffice Address.	Date of Expiration of Term.
, C, Welling	New York, N. Y Chicago, Ill.	October, 1899
. T. Harahan i. W. Parker	St. Louis, Mo. DuQuoin, H	
. F. Parker has. B. Cole	St. Louis, Mo.	October, 1900
Villiam K. Murphy . M. Youngblood	Pinckneyville, Ill Carbondale, Ill	: ::::::::::
Villiam R. Warddward Abend	Beaton, III Belleville, III Vienna, III	October, 1901
V. W. Clemens	Marion, III	**

ILLINOIS TERMINAL RAILROAD COMPANY.

OFFICERS

Title.	Name.	Location of Office.
President First Vice-President Secretary Treasurer Gonnsel and General So Additor General Manager Traffic Manager Traffic Manager Agent in Hinois for transfer of	tieorge M. Levis Charles Levis R. H. Levis eiter. H. S. Baker H. S. Baker F. L. Taylor H. H. Ferguson H. H. Ferguson	

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
William Eliot Smith G. M. Levis R. H. Levis Charles Levis H. H. Ferguson	Upper Alton, Ill Alton, Ill	July 6, 1899

INDIANA, DECATUR & WESTERN RAILWAY COMPANY.

OFFICERS.

Name.

Location of Office.

Title.

Vice-President Secretary Treasurer	H G F G	F. Shoemaker eorge R. Balch H. Short eorge W. Lishawa eorge H. Graves	Ind.anapolis, Ind
	DIR	ECTORS.	
Name		Postoffice Address.	Date of Expiration. of Term.
W. C. Outteu K. Harwood W. M. Baldwin H. S. Green H. B. Balch M. D. Woodford W. A. Read Gordon McDonald H. F. Shoemaker	S S C	hicago, Ill. pringtield, Ill. hicago, Ill. incinnati, Ohio. ew York, N. Y.	

INDIANA, ILLINOIS & IOWA RAILROAD COMPANY.

OFFICERS.

	T:tle.	Name	Location of Office.
President: Vice-President Secretary: Assistant: General So General So Auditor Engineer Monthless Engineer Manager	and General Manager , lent. und Treasurer Secretary dicitor faintenance of Way dent ager	T. P. Shouts Joy Morton R. P. Ahreus Charles Martin Cary & Walker M. J. Edgeworth Daniel Nowlats F. C. Raff George H. Ross Peter Maher	Chicago, Ill New York, N. Y. Chicago, Ill Kankakee, Ill South Bend, Ind Chicago, Ill
Storekeepe	r		
Storekeepe	Name.	L. J. Custer DIRECTORS. Postoffice Address	

IOWA CENTRAL RAILWAY COMPANY.

Name.	Location of Office.	
Robert J. Kimball	New York, N. V	
George R. Morse		
S. Seaman Jones		
George R. Morse		
G. W. Seevers	Oskajonsa Ia	
L. M. Martin	Danis Saurico Will, Ltd	
C W Huntington		
B. G. Fallis	Oskalonea Ia	
S G Lutz	Stat Sharpeow B, 18	
W G Morton		
	Robert J. Kimball George R. Morse. S. Seaman Jones. George R. Morse. T. I. Wasson T. I. Wasson T. I. Wasson D. M. Martin C. W. Huntington B. G. Fallis. J. G. Harrin C. W. G. Morton	

Name.	Postoffice Address.	Date of Expiration of Term.
Russell Sage E. E. Chase	New York, N. Y	September, 5.1899
G. E. Taintor		
W. E. Strong		
George R. Morse		
E. H. Perkins, Jr.		
R. J. Kimball		
Chas. G. DuBois	Chicago, Ill	
Henry A. Gardner	Canada Ca	
Albert G. Frost		
Heorge P. Lee		
Frederick S. Fales		
Charles F. Quiney		
Frederick Merritt		
Benj. Warren. Jr	Peoria I.1	

JACKSONVILLE & ST. LOUIS RAILWAY COMPANY.

OFFICERS.

Title.	Name	Location of Other.
President Secretary and Treasurer General Attorney Chief Engine Attorney Superint-indent of telegraph General Baggare Agent General Baggare Agent Agent in Illinois for transfer of stock.	H. A. Gardner H. A. Gardner George W. Dye C. M. Stanton B. F. Bond C. M. Stanton W. E. Cran- J. W. Daly	Chicago, Ill. Jack-onville, Ill.

Name.	Postoffice Address.	Date of Expiration of Term.
Robert F Kennedy Livingston Griffin Geo. P Lee Henry A. Gardner James H. Dunn	Philadelphia Pa Chicago III Philadelphia Pa	May, 1898 1899 1900

LAKE ERIE & WESTERN RAILROAD COMPANY.

OFFICERS.

Title.	Namé.	Location of Office.
Chairman of the Board. Vice-President Vice-President Vice-President Mice-President George L. Bradbury L. M. Schwan A. D. Thomas W. E. Hackedorn John B. Cocknum John B. Cocknum T. H. Perry D. S. Hill H. F. Bickell S. R. Kramer H. F. Bickell S. B. Kramer H. F. Bickell S. B. Sweet M. J. Maxwell M. J. Maxwell M. J. Maxwell C. F. Daly C. F. Daly V. C. F. Daly	Indianapolis, Ind. New York, N. Y. Indianapolis, Ind. Lima, O. Lafayette, Ind. Indianapolis, Ind.	

DIRECTORS.

Name.	Postoffice Address.	Date of Fxpiration of Term.
Frederick W. Whitredge	New York, N. Y.	1st Wednesday, Oct., 189
Samuel Thomas		189
Erskine M. Phelps	Chicago, III.	189
George F. Baker	New York, N. Y.	190
Edward Tuck		190
L. M. Schwan		190
H W Cannon		190
H. W. Cannon John W. Doane	Chicago, III	190

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY.

T tle.	Name.	Location of Office.
hairman of the Board	Chauncey M. Depew	. New York. N. Y
resident	W. H. Newman	. Cleveland, O
First Vice-President	Edwin D. Worcester	New York, N. Y
secretary and Tr-asurer	Edwin D. Worcester	
eneral Counsel	George C. Greene	Cleveland, O
uditor	R. H. Hill	
ssistant General Manager	P. P. Wright	
hief Engineer	E. A. Handy	
eneral Superintendent	P. S. Biorigutt	
nperintendent of Telegraph	Wny Kline	Tuledo O
eneral Fraffic Manager	12 1 Gramman	Cleveland ()
eneral Passenger and Ticket Agent.	A 7 Santh	. Clevejand, O
ss't General Passenger and Ticket A	at P P Inne	
ieneral Baggage Agent	Like I Passesse	
reneral Daggage Agent	Jose L. rreeman	

Name.	Postoffice Address.	Date of Expiration of Term.	
William K. Vanderbilt		. 1900	
Iamilton McK. Twombley. Charles M. Reeu	Frie Pa	. 1900	
W. H. Newman	Cleveland, Ohio	1301	
Sdwin D. Worcester C. M. Depew		. 1901	
rederick W. Vanderbilt amuel R. Callaway		1901	
. Vanderbilt		1962	
Pierpont Morgan.	::	1902 1902	
. N. Schoonmaker	Pittsburgh, Pa	1902	

LAKE STREET ELEVATED RAILROAD COMPANY, THE).

OFFICERS.

Title.	Name.	Location	of Office.
Chairman of the Board. President Vice-President. Secretary and Treasurer. General Counsel. Chief Engineer. General Superintendent. Agent in Illinois for transfer of stock	A. S. Littleßeld Howard Abel. C. A. Knight C. V. Weston Frank Hedley		

Name of Directors.	Postoffice Address.		Date of Expiration of Term.	
W. F. Furbeck	Chicago.	111	January.	1900
J. Charles Moore M. C. McDonald				1900
D. H. Louderback Howard Abel	- :		::	1901
Geo E. Newlin			- ::	1901
Geo. A. Yuille E. C. Veasey	- ::			1902 1902

LA SALLE & BUREAU COUNTY RAILROAD COMPANY.

OFFICERS.

	Title.	Name	Location of Office.
	and Treasurer	Edward C. Hegeler 1	aSalle, III
		DIRECTORS.	
	Name.	Postoffice Address.	Date of Expiration of Term.
G. Weerts Edward C E. A. Mat	Hereler	Cornwall on the Hudson.	December 18, 1839,

LOUISVILLE & NASHVILLE RAILROAD COMPANY.

OFFICERS.

litle.	Name.	Location of Office
President. Secretary. Treasurer Comproller. General Manager Chief Engineer Chief Engineer Traffic Manager Henry He	J. H. Ellis. W. W. Thompson C. Quarrier J. fi. Metcalt R. Montfort. B. F. Dickson Y. Vanden Berg C. B. Compton	Evansville, Ind Louisville Ky

Name.		Postoffice Address.	Date of Expiration of Term		
J. M. Hamill		Louisville, Ky Belleville, Ill		1898	
Lyttleton Cook .		Louisville, Ky East St. Louis, Ill.		1895 1895 1895	

LOUISVILLE, EVANSVILLE & ST. LOUIS CONSOLIDATED RAILROAD COMPANY.

OFFICERS.

		_
Tul-	Nam⊬.	L stion of Office.
Receiver Treasurer General Attorney Ansistant Attorney Anditor General Manager General Manager General Freihr and Paperintendent Superinten ient of Felegraph General Freihr and Passenger Agent General Freihr and Passenger Agent General Freihr and Passenger Agent	J. S. Wright. W. L. Taylor. J. D. Welman. C. W. Mediure. Geor. T. Jaryls. E. Holbrook. E. Holbrook. E. Holbrook. E. Holbrook.	Indianapolis, incl. Let ""lie, Ky Print ton, Indianapolis St. Let M.

DIRECTORS.

Name.	Postoffice Address.	of T-rm.	
Samuel Bayard	E. arville, ind	Notenown	
O P. Heilman. Chas. S. Fairchild Jas. Stillman.	New York, N. Y		
W L. Bull			
Jas. Stillman. W. L. Bull. E. Lehman. O. W. Bright. Thos Barrett. T. G. Mier.	Manakia Tana		
T. G. Mier.	St Louis, Mo		

METROPOLITAN WEST SIDE ELEVATED RAILROAD CO., THE

Dickinson MacAllister, Receiver,

Jamary 20, 1897, the above company was placed in the hands of D. kanson MacAllister as Receiver. The following are officials who act for the Receiver:

	Receiver Secretary and Treasurer General Counsel Auditor Superintendent		Vic W Girley			
--	---	--	--------------	--	--	--

f *le.	N.172.4.	Le ation of office.	
President Vice President Secretary and Treasurer Attornes Auditor Superintendent of Transportation Agent in Illuvis for transfer of stock	Wm E Baker Geo. Higginson Jr Addison L Gardner C W Hillman		

Name.	Postoffice Address.	Date of Expiration of Term.
Robert E. Jenkins	Chicago	*April 4, 1899
Vm. W. Gurley	**	1898
ockinson MacAllister leo. Higginson, Jr		1899

For period ending February 2d, 1899.

METROPOLITAN WEST SIDE ELEVATED RAILWAY CO., (THE)

(For period from February 3d to June 30, 1899.)

OFFICERS.

Title.	Name.	Location of Office.
President	D. MacAllister	Chicago, Ill
Secretary and Treasurer Jeneral Counsel	George Higginson, Jr	
eneral Counsel	William W. Gurley	- :
eneral Attorney	Addison L. Gardner	
uditor	C. W. Hillman	
eneral Manager	D. MacAllister	
ssistant General Manager	H M Brinkeroff	
hief Engineer	W S Mondon	
uperintendent of Transportation	w. o. Menden.	
uperintendent of transportation	A. S. Jones	
gent in Illinois for transfer of stock]George Higginson, Jr	

Name.	Postoffice Address.	Date of Expiration of Term.
Charles F. Dieterich	New York, N. V	January 4 1900
William W. Gurley	Chicago III	4.4
John P. Wilson. R. Somers Hayes		
R. Somers Haves	New York, N. Y	1901
ames J. Higginson Byron L. Smith		
Syron L. Smith		
deorge B. Harris. D. MacAllister deorge Higginson, Jr.		1962
D. MacAllister		
jeorge Higginson, Jr	Winnetka III	

^{*} No annual meeting held in 1898. Old directors held over.

UNION CONSOLIDATED ELEVATED RAILWAY COMPANY.

Operated by Metropolitan West Side Elevated Railway Co.

OFFICERS.

Title.	Name	Location of Office.
Chairman of the Board President Vice-President Secretary and Treasurer	Chas V. Weston	

DIRECTORS.

Name.	Postoffice	Address.	Date of Expiration of Term.
Howard Abel Geo. E. Newlin	 Thicago, III.		December 5, 1899
C. V. Weston			
J. A. Rose D. H. Louderback			1900

MICHIGAN CENTRAL RAILROAD COMPANY.

Title.	Name.	Location of Office.
Chairman of the Board	"H.B. Ledvard	New York, N. Y
President Assistant to President Vice-President.	E. C. Brown E. D. Worcester	New York, N. Y.
Secretary Preasurer. General Counsel	Ashley Pond	Detroit Mich
General Attorney. Auditor. Assistant Auditor.	A. J. Burt	
General Superintendent	R. H. L'Hommedien.	
Assistant General Superintendent . Division Superintendent		
**	J. H. Snyder	Bay City, Mich Chicago, Ill
Superintendent of Telegraph	E. E. Torrey	St. Thomas, Ont Detroit, Mich
Gen I Freight Traffie Manager Assistant General Freight Agent. General Passenger and Ticket Agen Ass't Gen'l Passenger and Ticket A	B. F. Hand O. W. Ruggles	Chicago, Ill
Assit Gen'l Passenger and Ticket A General Baggage Agent	H. P. Dearing	

Name.	Postoffice Address.	Date of Expiration of Term.
Cornelius Vanderbilt		**
rederiek W. Vanderbilt. Henry B. Ledyard Edwin D. Worcester	Detroit, Mich	**
amuel F. Barger Chauncey M. Depew. Ashley Pond		**
Ashley Pond rederick S. Winston	Detroit, Mich	::

JOLIET & NORTHERN INDIANA RAILROAD COMPANY.

Operated under lease by Michigan Central Railroad Co.)

OFFICERS.

Title.	Name.	Location of Office.
President. First Vice-President	*C. Vanderbilt H. B. Ledvard	New York, N. Y Detroit, Mich.
Secretary. Treasurer.	E D. Worcester	New York, N. Y

Name.	Postoffice Address.	Date of Expiration of Term.
C. Vanderbilt. W. K. Vanderbilt. E. D. Worcester. Samuel F. Barger. C. M. Depew. H. B. Ledyard. Ashley Pond.	Detroit, Mich.	

^{*}Deceased.

MOBILE AND OHIO RAILROAD COMPANY.

Operating St. Louis & Cairo Railroad Company.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board. President. First Vice-President.	W. Butler Duncan E. L. Russell	New York, N. Y
Secretary and Treasurer	Henry Tacon	Mobile, Ala
General Counsel General Auditor General Superintendent Superintendent of Transportation Division Superintendent	J H Clarke	Jackson Tenn
	Henry Fonde	Mobile, Ala St. Louis, Mo
Superintendent of Telegraph General Traffic Manager. Ass't General Traffic Manager.	K. McKenzie	Jackson, Tenn
General Freight Agent Asst. General Freight Agent General Passenger Agent	Haiden Miller	St. Lonis, Mo
Purchasing Agent	R. H. Duesberry	Mobile, Ala

DIRECTORS.

Name.	Postoffice Addres	Term.
Thomas M. Logan. Paul W. Abt. Charles Hamilton. S. Brass. E. L. Smithers J. C. Edwards. C. O. Pateen	Chicaco, III. March, Murphysboro, III. E. St. Leuis, III. Waco, Texas Caro, III. Vew York N. Y. Kansac City, Mo.	1900 1900 1900 1901 1901 1901 1902 1902

ST. LOUIS & CAIRO RAILROAD COMPANY.

Operated by the M. & O. R. R. Co.

Title.	Name.	Location of Office.
President Vice-President Treasurer Secretary.	F. A. Horsey F. Brass F. A. Horsey Paul W. Abt	New York, N. Y Cairo, Ill New York, N. Y E. St. Lonis, Ill

NEW YORK, CHICAGO & ST. LOUIS RAILROAD, (THE) COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
'hairman of the Board	Chauncey M. Depew	New York, N. Y
President	W. H. Canniff	Cleveland, O
Secretary and Treasurer	Chas F Cox	New York, N. Y
Assistant Treasurer	H. Hammersley	Cleveland, O
Jeneral Counsel	Samnel E. Williamson	New York, N. Y
lieneral Solicitor	John H Clarke	Cleveland, O
Auditor	James P. Curry	
leneral Superintendent	A W. Johnson	
leneral Superintendent Division Superintendent	W. L. Blair	(Cincinnati, O
Division Superintendent	C. D. Gorham	Fort Wayne, Ind
Superintendent of Motive Power	John Mackenzie	Cleveland, O
Superintendent of Telegraph	J. S. Evans	
ieneral Freight Agent	G. B. Spriggs	::
Jeneral Passenger Agent	B. F. Horner	. :
'urchasing Agent	M. M. Rodgers	
'ar Accountant	W. J. Robertson	* *
ieneral Baggage Agent	J. T. McKee	
Local Treasurer	F Middlehrook	New York N. V

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. K. Vanderbilt	New York, N. Y	May. 1900
Fred W. Vanderbilt H. McK. Twombly	:	:
John S. Kennedy Samuel E. Williamson Frederic P. Olcott		
Charles F. Cox.	:	:
Samuel R. Callaway W. H. Canniff Ralph W. Hickox	Cleveland, O	
Chas. M. Read	Erie, Pa	

CHICAGO & STATE LINE RAILROAD COMPANY, (THE)

(Operated under lease by the N. Y. C. & St. L. Rd. Co.)

	Title.	Name.	Location of Office.
Vice Preside Secretary Assistant Se Treasurer	enteretary	A. B. Newell W. H. Canniff. James P. Curry 1. L. Loekwood H. Hammersley stock W. G. Purdy	Cleveland, O

TRECTORS

Name,	Postoffice Address.	Term.
John S. Kenneiy W. H. Cannif Lafayette Briggs Fred P. Olcott. A. B. Kewell İ. L. Lockwood. Wilham K. Vanderbilt A. J. Eddy James Webster.	Cleveland, O. Chicago, Ill. New York, N. Y. Chicago, Ill. New York, X. Y. Chicago, Ill.	ry, 1900. 1900. 1900. 1901. 1901. 1901. 1901. 1902. 1902.

NORTHWESTERN ELEVATED RAILROAD COMPANY.

(Under construction.)

OFFICERS.

Title	Name.	Location of Office,
President Pirst Vice-President. Secretary and Treasurer General Counsel. Chief Engineer. Agent in Illinois for transfer of stock	E. L. Brewster	Chicage, III

Name.	Postoffice Address.	Date of Expiration of Term.
L. Blair	New York, N. Y	
. W. Miller. . L. Brewster	Chicago, Ill	
C. Welling Lathrop H. Louderback	:	
Buckinghan		

OMAHA, KANSAS CITY & EASTERN RAILROAD CCMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	Theo. Gilman	New York, N. Y
President	A. E. Stillwell	Kansas City. Mo
First Vice-President	Jno. Lawler Welsh	- Philadelphia, Pa
Secretary,	A. C. Robiuson	Kansas Cuy, Mo
Treasurer General Counsel	C. A. Braley	
General Counsel	C. A. Babcock	. Qumey, III
Auditor	W. D. Tucker	
General Manager	H. S. Reorden	
Chief Engineer	E. M. Collin's	**
General Counsel General Manager Chief Engineer General Superintendent	J. T. Sheridan	Stanberry, Mo
General Freight Ageut	Charles E. Gibbs	Oningy, III.
Assistant General Freight Agent	G. M. Entriken	Omaha Neb
General Passenger and Ticket Ac	ent Charles E Gibbs	Oniney III
General Passenger and Ticket Ag Asst. Gen Passenger and Ticket	Agent A I Bandy	

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
A. E. Stillwell. J. McD. Trimble.		August 14, 1809
J. Lawler Welsh	Philadelphia Pa	
E. T. Statesburg. George C. Thomas Theodore Gilman	New York, N. Y	::

^{*} Resigned June 12, 1899.

PAWNEE RAILROAD COMPANY.

Title.	Name.	Location of Office.
President Vice-President Secretary Treasurer General Counsel General Manager General Manager General Freight and Passenger Age General Freight and Passenger Age The Counsel General Freight and Counsel General Second Sec	D. A. Drennan C. E. Clayton. H. R. Davis Conkling & Groat M. C. White H. R. Davis H. E. Farnam ent H. E. Farnam	Springfield, IIi

2	vame.	Postoffice Address.	Date of Expiration of Term.
C. White C. E. Clayton L. K. Davis H. R. Davis Hiram White D A. Drennan		Taylorville, III. East St. Louis. Springfield, III. Pawnee, III.	August 1, 1898

PENNSYLVANIA COMPANY.

Lesser of Pittsburgh, Fort Wayne & Chicago Railway Company and operating Calumet River Railway Company and South Chicago & Southern Railway Company.)

Title.	Name.	Location of Office.
President First Vice-President Second Vice-President Third Vice-President Secretary.	A. J. Cavertt James McCres J. T. Brooks Jos. Wood, J. T. Brooks Jos. Wood, J. T. Brooks Jos. Wood, J. T. Brooks J. T. Brooks J. P. Henderson J. P. Henderson J. P. Henderson J. P. Henderson J. P. Henderson J. P. Henderson J. P. Paricy J. P. Paricy J. P. Paricy J. P. Paricy J. P. Paricy J. P. Paricy J. P. Paricy J. P. Paricy J. P. Paricy J. P. Paricy J. P. Paricy J. P. Paricy J. P. Paricy J. P. Paricy J. P. Paricy J. P. Paricy J. P. Paricy J. P. M. P. Sarr Thomas Rodd Charles Willia J. P. McCale J. W. C. M. L. W. C. W. L. W. C. W. L. W. C. W. L. W. C. W. L. W. C. W. L. W. C. W. L. W. C. W. L. W. C. W. L. W. C. W. L. W. C. W. C. W. L. W. C. W. C. W. L. W. C. W. C. W. L. W. C. W. C. W. L. W. C. W.	Philadelphia, Pa. Pittsburgh, Pa. Pittsburgh, Pa. Pittsburgh, Pa. Pittsburgh, Pa. Pittsburgh, Pa. Pittsburgh, Pa. Pittsburgh, Pa. Pittsburgh, Pa.
General Baggage Agent.	R. R. Bentley	

CALUMET RIVER RAILWAY COMPANY.

(Operated by Pennsylvania Company,)

OFFICERS.

Title.	Name,	Location of Office.
President Vice-President Secretary. Treasurer	James McCrea	

DIRECTORS.

Name.	Postoffice Address.	Date	of Expiration of Term.
F. W. Belz William Borner Jos. Wood James McCrea. Geo. M. Bogue	Chicago, III Pittsburg, Pa Chicago, III	April,	1960

PITTSBURGH, FORT WAYNE & CHICAGO RAILWAY COMPANY.

(Operated by the Pennsylvania Railroad Co.)

Title.	Name.	Location of Office.
President Secretary and Treasurer General Counsel	John J. Haley	Pittshurgh Po

Name.	Postoffice Address.	Date of Expir of Term.	ation:
Charles Lanier.	New York, N. Y	Annual election.	1900
William C. Eggleston	Pittsburgh, Pa	:	
John S. Kennedy	New York, N. Y		1901
Charles E. Speer	Pittsburgh, Pa		
Charles McCulloch	Fort Wayne, Ind		
John N. Hutchinson	Philadelphia, Pa Cincinnati, Ohio		1962
evi Z. Leiter	Chicago, Ill.		• • •
Frank Thompson	PLiladelphia, Pa		1900
	Mansfield, Ohio		**
ے. B. Harrison	Cincinvati, Ohio		

^{*} Deceased.

SOUTH CHICAGO & SOUTHERN RAILROAD COMPANY

(Operated by Pennsylvania Company.)

OFFICERS.

Title.	Name.	Location	of Offic	,
President	Jos. Wood	Pittsburgh,	Pa	
Received and Secretary Creasurer	S. B. Liggett	**		
Preasurer	r. H. B. McKnight			

Name.	Postoffice	Address.	Date of Expiration of Term.
Jos. Wood F. J. Loesch			
E A. Dawson. Fred W. Belz Wm. Borner	::		April, 1901
Wm. Borner George Willard James McCrea	 Pittsburgh,	Pa	April, 1902

PITTSBURGH, CINCINNATI, CHICAGO & ST. LOUIS RAILROAD COMPANY (THE).

OFFICERS.

Title.	Name.	Location of Office.
President	A. J. Cassatt	Philadelpphia, Pa
irst Vice-President	James McCrea	Pittsburgh, Pa
second vice-President	J. T. Brooks	
Chird Vice-President	. Jos. Wood	
Logratory	S B Liggett	
Freasurer Assistant Treasurer	T. H. B. McKnight	
Assistant Treasurer	M. C. Spencer	**
teneral Counsel	J. J. Brooks	
Assistant to General Counsel	L. L. Gilbert	
Comptroller	John W Renner	**
Assistant Comptroller	Albert McElevey	
Auditor of Freight Receipts	John M. Lyon	**
Auditor of Passenger Receipts	J P Farley	1 "
Auditor of Disbursements	James Instan	
General Manager	I. F Loree	
Chief Eugineer	Thos H Johnson	
Jan'l Superintendent of Transportation	P P Torlo-	
len'l Superintendent of Transportatio Jeneral Superintendent	I P Millor	Columbus ()
Division Superintendent	C I Pools	Distabased De
Division Superintendent	P. A. Bonebrake	Colombia C
**	J. S May	Richmond, Ind
	C. H. Walton	Kichmona, Ind
**	B. W. Taylor	Logansport, Ind
District Commission Lond on L. Co. W. A. of	D. W. Taylor	Louisville, Ky
Division Superintendent and Gen'l Agt	Raiph Peters	Cincinnati, O
Chief of Motive Power	Thos. N. Ely	Philadelphia, Pa,
Superintendent of Motive Power	S. P. Bush	Columbus, O
Superintendent of Telegraph	A. M. Schoyer	Pittsburgh, Pa
Real Estate Agent	C. D. Law	
Signal Engineer	W. McC. Grafton	
Purchasing Agent Jeneral Traffic Manager	H. O. Hukill	
Jeneral Traffic Manager	D. T. McCabe	la
deneral Freight Agent	J. B. Hill	Columbus, O
eneral Passenger and Ticket Agent	E. A. Ford	Pittsburgh, Pa
Julet Asst. General Passenger Agent.	Frank van Dusen	
leneral Baggage Agent	R R Rentley	

Name,	Postoffice Address.	Date of Expiration of Term.
George Willar-L. Briggs S. Cunningham	Chicago, Ill	April, 1900
Joseph Wood		
Amos R. Little	Philadelphia, Pa	April, 1901
Samuel Rea	Pittsburgh, Pa.	April, 1902
William H. Barnes	Newark, N. J	
A. J. Cassatt		April, 1903
Charles E. Pugh		: :::::::::::::

ENGLEWOOD CONNECTING RAILWAY COMPANY.

(Operated by P., C. C. & St. L. Ry. Co.)

OFFICERS.

Title.	Name.	Location	of Office.
President		Pittsburgh,	Pa
Vice-Freshent Secretary Treasurer	S. B. Liggett		

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term
Jas. McCrea Jos. Wood. Wm. Borner George Willard	Pittsburgh, Pa	April, 1960
Wm. Borner	Chicago, Ill	
George Willard	:	April, 1902
Fred W. Belz		

PEORIA & PEKIN UNION RAILWAY COMPANY.

Title.	Name.	Location of	Offi >
President Vice President and General Manager. Secretary Freasure Treasure Auditor Chief Engineer Chief Engineer General Superintendent Assistant Superintendent Gostral Freasure General Superintendent Gostral Freasure General Freight and Fassenger Agent General Freight and Fassenger Agent General Freight and Fassenger Agent General Freight of Franciscoper General Franciscoper General Franciscoper General Franciscoper General Franciscoper General Franciscoper General Franciscoper General Franciscoper General Franciscoper General Franciscoper General Franciscoper General	C. H. Bosworth H. K. Pinkney John F. Kiefer Stevens, Horton & Abbott H. K. Pinkney M. S. Morris W. E. Bell C. W. Hughey H. K. Pinknes T. L. Einbeck	Peoria, Ill	

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
. A. Barnard	Indianapolis, Ind	1900
C. O. Hopkins	Evansville, Ind	
artiss Millard	Springfield, Ill	
S. Bradbury	Chicago, III.	
F. Osbern		
V. J. Lewis	Evansville, Ind	
E, Kimball		
H. Bosworth		
E. Schaff		1902
. G. Palmer		
luford Wilson	Springfield III	** ***
N. Armstrong	Peoria III	
. N. Armstrong	reoria, III	

PEORIA, DECATUR & EVANSVILLE RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office
Receiver	E. O. Hopkins	Evansville, Ind
President	R. S. Anderson	New York, N. Y.
Secretary and Treasurer	W. J. Lewis	Evansville, Ind
General Counsel	J. S. Stevens	Peoria, III
Anditor	E. M. Heberd	Evansville, Ind
General Manager	E. O. Hopkins	
General Superintendent	R. B. Starbuck	Mattoon, Ill
Superintendent of Telegraph	O. Schilling	**
General Freight and Passenger Agent	A. G. Palmer	Evansville, Ind
General Baggage Agent	A. G. Palmer	

Name.	Postoffice Address.	Date of Expiration of Term.
H. I. Clark	New York, N. Y	October, 1899
H. I. Clark Emerson Chamberlin E. O. Hopkins R. S. Anderson	Evansville, Ind	
R. S. Anderson. Stephen W. Carey John J. Moore	New York, N. Y	October, 1900
John H. Prall		October, 1901
Herbert H. Drake Francis M. Weeks		

QUINCY, CARROLLTON & ST. LOUIS RAILWAY COMPANY.

OFFICERS.

l'itle.		Name.	Location of Office
President, Pirst Vice-President Secretary, Treasurer Treasurer General Manager Chief Engineer Superintendent of Telegraph General Preight Agent, General Raginge Agent General Raginge Agent	Agent	William P. Kennett G. A. H. Mills. C. H. Hiemenz George W. Dye C. Y. Stanton B. F. Bond C. M. Stanton W. E. Crane J. W. Daly	Jacksonville, III

DIRECTORS.

Name.	Postoffice Address.	Date of	Expiration Term.
David R. Francis	St. Louis, Mo	February.	1900
Thomas H. Francis			
Orman Pierson	Carrollton, Ill		
James McNabb			
Lewis P. Prebles	(aremville, Ill		

For six months ending June 30, 1899.

ROCK ISLAND & PEORIA RAILWAY COMPANY.

Title.	Name.	Location of	Office.
President	R. R. Cable		1
Secretary and Auditor Treasurer	R. H. Hudson H. P. Greenough	::	
General Superintendent and Superin- tendent of Telegraph			
Agent	M. A. Patterson R. H. Hudson		

Name.	Postoffice Address.	Date of Expiration of Term.
R. R. Cable	Chicago, III	June, 1900
I. B. Sudlow	Rock Island, Ill	
P. F. Lynde	New York, N. Y	**

ST. CLAIR, MADISON & ST. LOUIS BELT RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Receiver President Vice President Pressurer Jeneral Counsel Superintendent	E. F. Leonard Edwards Whittaker	Peoria

DIRECTORS.

Name.	Postoffice Address.	Date of of	Expiration Term.
E. F. Leonard Edwards Whittaker F. M. Howard J. E. May	St. Louis, Mo East St. Louis, Ill		1900

ST. LOUIS, BELLEVILLE & SOUTHERN RAILWAY COMPANY.

Title.	Name.	Location of Office.
President Vice President Secretary Treasurer.	C. F. Parker J. F. Titus W. G. Bruen. E. T. H. Gibson.	St. Louis, Mo. Chicago, Ill. New York, N. Y.

Name.	Postoffice Address.	Date of Expiration of Term.
J. C. Welling C. F. Parker. J. T. Harshan	Chicago, Ill.	October, 1899
J. T. Harahan. G. A. Koerner	Chicago, Ill	October, 1900
J. F. Titus	Chicago, Ill.	

ST. LOUIS, BELLEVILLE & SUBURBAN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President. V First Vice-President E Secretary C Treasurer V	V. S. Forman	**

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. S. Forman. John Niemes F. F. Espenschied George Townsend W. S. Reed	St. Louis, Mo Kneipp, Ill	1899 1899 1899

ST. LOUIS, CHICAGO & ST. PAUL RAILWAY COMPANY OF ILLINOIS.

		OFFICERS.	
-			
	Title.	Name.	Location of Offer
Presideu	it and Receiver	William H. Male	New York, N. Y.
Secretar,	sident. y aud Treasurer	Ralph Blaisdell	Springfield, Ill.
Superint	endent.	C. Millard X. L. Judd	
General General	endent of Telepraph Freight Agent Passenger Agent	W. M. Bushnell	St. Louis, Mo

Names of Directors.	Postoffice Address.	Date of Expir	ation
George D. Munford Charles E. Braden Curtiss Millard Charles E. Kimball William H. Male Kalph Blisidell	Chicago, Ill	::	1899 1859 1809 1900 1900
Kalph Blaisdell Joseph Dixon Pierre Isham. James Duncan.	St. Louis, Mo	:	1900 1901 1901 1901

ST. LOUIS, INDIANAPOLIS & EASTERN RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President.	Wm H Alley	Chicago
Vice-President Secretary, Freasurer Jeneral Attorney.	John B. Lvon.	C Diengo
Secretary	W. G. Bruen	**
Pressurer	J. F. Titus	
Jeneral Attorney	John T. Hays.	. Sullivan Ind
Auditor	C. R. Henkle	Chicago, III
Jeneral Manager	P. H. Blue	Sullivan Ind.
General Passenger and Freight	Grant F E Rasler	

DIRECTORS.

Name.	Postoffice Address.	Date o	of Expiration of Term.
John L. Stockton. W. G. Bruen. D. W. Ross.	Chieago, Ill		1900
John B. Lyon P. H. Blue	Sullivan Ind.	::	1901 1901
John T. Hays. J. T. Harahan. John Dunn	Chicago III		1902 1902 1902

SOUTH SIDE ELEVATED RAILROAD COMPANY.

Title.	Name.	Location of Office.
President	Leslie Carter	Chicago, 111
Secretary and Treasurer. Counsel	John H. Glade Noble B. Judah	:
Attorney Auditor General Manager	Francis E. Williams	
Engineer Superintendent	Robt. Hinenlippe	::
Agent in Illinois for transfer of stock	The Northern Trust Co	

Name.	Postoi	tice Address.	Date o	of Expiration of Term.
Leslie Carter. Joseph Leiter. William B. Walker.			January,	1900. 1900. 1900.
Reorge E. Adams Reorge E. Moulton			::	1901
C. J. Blair			::	190t 1902
Thies J. Left-ns. A. O. Slaughter.			::	1902 1902
Syron L. Smith				1903

ST. LOUIS MERCHANTS' BRIDGE TERMINAL RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President Vice President Secretary Treasurer Attorney Superintendent General Passenger and Ticket Age Freight Agenter	Edw. Walsh, Jr H. D. Heuer F. C. Doab. John H. Overall. James F. Hanna Edw. Dunlop. E. A. Chenery. ent. V. W. Fisher.	

Names of Directors.	Postoffice Address.	Term.
Ç. C. Rainwater	St. Louis, Mo	November 11, 1899
C. D. McLure L. M. Rumsey	:	
D. R. Francis		
John N. Bofinger John J. Taussig	:	
Edw. Walsh, Jr. J. H. Dickman	::	:
Wm. Duncan		
S. D. Webster. H. D. Hener.		**

ST. LOUIS PEORIA & NORTHERN RAILWAY COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
President	J. N. Faithorn	St. Louis, Mo
Secretary Treasurer	J. C. Howe	
General Attorney.	Conkling & Grout	Springfield, III.
General Manager	J. N. Paithorn	"
Auditor. General Manager Engineer	F. G. Jonah	Springfield, Ill
Superintendent General Freight Agent	W. fl. Gridley	St Louis Mo
General Passenger Agent	W. J. McLean	
General Ticket Agent	W. J. McLean	
General Baggage Agent	W. J. McLean	

Name.	Postoffice Address.	Date of Expiration. of Term.
Thomas H. West	St. Louis, Mo	October, 1899
E. W. Guy	Belleville, III,	
J. N. Faithorn D. R. Durkee	Chicago, lli	October, 1900
Jos. M. Grout	Belleville, III. Chicago, III. Springfield, III.	October, 1901
Louis Kolh	Marino III	Outobox 1909
V. D. McLure	St. Louis, Mo	

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS.

OFFICERS.

Title.	Name.	Locati	on of Office.
President.	Julius J. Walsh E. P. Bryan		Мо
Secretary			
Treasurer	H. H. Calef		
Attorney	W. F. Watts		
Auditor	James Hanna	**	
Superintendent	Edwin Dunlon		
Superintendent of Telegraph.	E A Changer		
Freight Agent	E. A. Chehely		
Passenger and Ticket Agent	r noederer		
General Baggage Agent	V. W. Fisher		
menerai paggage Agent	M. M. Strete		

DIRECTORS.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
J. Ramsey, Jr. C. G. Warner Julius S. Walsh W. S. McChesney, Jr. W. M. Greene	Cincinnati, Ohio	
E. F. Osborn W. B. Doddridge	St. Louis, Mo	: :::::::::::::::::::::::::::::::::::::

ST. LOUIS BRIDGE COMPANY.

(Operated by Terminal Railroad Association of St. Louis.)

OFFICERS.

Title		Name.	Locatio	on of Office.
President Vice-President Secretary and Treasurer	Juli	us S. Walsh		Мо

Name.	Postoffice Address.	Date of Expiration of Term.
J. Pierpont Morgan Julius S. Walsh	New York, N. Y St. Louis, Mo.	March 6, 1900
William Taussig		
E. P. Bryan. V. W. Fisher	:	:
V. W. P.SHEF		

TERRE HAUTE & INDIANAPOLIS RAILROAD COMPANY.

(Lessee Terre Haute & Peoria Railroad Company; St. Louis, Vaudalia & Terre Haute Railroad Company, and operating East St. Louis & Carondelet Railway.)

OFFICERS.

Title.	Name.	Location of Office
eceiver	V. T. Malott	Indianapolis, Ind
residentecretary for Receiver.	James McCrea	Pittsburgh, Pa
ecretary for Receiverecretary.	George E. Farringto	n Terre Haute Ind
PAGETIFAT	R R Thompson	
eneral Counsel	Jno, G. Williams	Indianapolis. Ind
uditor	W. S. Roney	Terre Haute, Ind,
eneral Managerhief Engineer	James J. Turner	Town Hauta Ind
ivisiou Superintendent	H. I. Miller	Terre Haute, Hu
f	F. T. Hatch	
aperintendent of Telegraph		
uperintendent of Telegraph eneral Freight Agent	A. M. Schoyer	Pittsburgh, Pa
eneral Passenger Agenteneral Passenger Agent	E A Ford	Pittshurgh Pa
ssistant General Passenger Ager	nt J. M. Chesbrough	St. Louis, Mo
eneral Baggage Agent	R. R. Bentley	Pittsburgh, Pa

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
James McCrea	Pittsburgh, Pa	
. T. Brooks. oseph Wood . J. Turner		
J. Turner	St Louis, Mo	
William R. McKeen D. W. Minshall		
Ierman Hulman, Sr		

EAST ST. LOUIS & CARONDELET RAILWAY.

(Operated by Terre Haute & Indianapolis Railroad Company.)

Title.	Name,	Location of Office.
President Vice-President Secretary. Treasurer.	James J. Turner.	St. Louis Mo

Name.	Postoffice Address.	Date of Exp	
J. S. Peers. C. H. Seybt.	Collinsville, Iil	February 16,	1900
Abram McNeil James J. Turner Joseph Wood		::	
W. R. McKeen	Terre Haute, Ind.		
J. J. Brooks	Pittsburgh, Pa		

ST. LOUIS, VANDALIA & TERRE HAUTE RAILROAD COMPANY

Operated under lease by the Terre Haute & Indianapolis Railroad Company.

OFFICERS.

Title.	Name.	Location of Office.
President	James McCrea	Pittsburgh, Pa
Secretary.	S. B. Ligg-tt	**
Vice-Presideut Secretary Treasurer Assistant Secretary	C. C. Hoiles	Greenville, Ill

Name.	Postoffice Address.	Date of Expiration. of Term.
John P. Green James McCrea Joseph Wood J. T. Brooks. Robert L. Dulaney	Pirtsburgh, Pa	: ::::::::::
Robert L. Dulaney E. O. Stanard A. G. Henry J. S. Peers.	St. Louis, Mo	:

TERRE HAUTE & PEORIA RAILROAD COMPANY.

(Operated by the Terre Haute & Indianapolis Railroad Company.)

OFFICERS.

Title.	Name.	Location of Office.
President	James McCrea	Pittsburgh, Pa
Vice-President. Secretary. Assistant Secretary. Treasurer.	George E. Farrington W. G. Phelps	Terre Haute, Ind St. Louis. Mo

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
James McCrea J. T. Brooks. James E. Parrish Charles O. Chestnut. E. T. Leonard.	Paris III	

TOLUCA & EASTERN RAILROAD COMPANY.

Title.	Name.	Location of Office.
President	Chas. J. Devlin	Topeka, Kan
Vice-President Secretary Freasurer	Chas. J. Devlin	Topeka, Kan
Auditor	J. D. Norton	Tolores ID
Dief Engineer Jeneral Agent	Chas. S. Henning Chas. S. Henning	

Name.	Postoffice Address.	Date of Expiration of Term.
Henry Duggan W. W. Twist		
Jas. E. Porterfield	Spring Valley, Ill	
Chas J. Devlin Edward C. Anderson Alfred G. Dumling	Chicago, Ill	
Newton F. Phillips	Davenport, Ia	

TOLEDO, PEORIA & WESTERN RAILWAY COMPANY.

OFFICERS.

Ti*le.	Nami -	Location of Office.	
President E Secretary E Secretary E Secretary E Secretary E Secretary E Secretary E Secretary E Secretary E Secretary E Secretary E Secretary E Secretary E Superintendent of Telegraph U General Insecretary E Secretary E Se	D. Usner F. Leonard alter S. Horton D. Usner N. Armstron E. Plantz Mowat N. Armstron N. Armstron N. Armstron		

DIGITALS.

N		Pest chee An liess	Date of Expi	
C. M. Dawes Franklin M. Hend E. F. Leenard W. W. Baldwin Jos. Wood		Cheago Iil	September, 1809	

TOLEDO, ST. LOUIS & KANSAS CITY RAILROAD COMPANY.

OFFICERS.

Title.	Name.	Location of Office.
Receiverresident	Sam'l Hunt	Toledo, O
constant and Theory was	M. I. Crowell	Tolodo O
ecterity and Freasure teneral Counsel uditor, Acting Jeneral Superintendent Division Superintendent	E. O. Reed	**
leneral Superintendent	J. W. Sherwood L. F. Westrich	St. Louis, Mo
uperintendent of Car Service uperintendent of Telegraph		
reight Traffic Manager.	W. S. Weed	

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. L. Laidlow	New York, N. Y	September, 1899
F. J. Sawyer	Buffalo, N. Y	**
M. L. Crowell	**	
S. H. Kneeland	New York, N. Y	September, 1900
J. P. Morris		
S. K. Wilson	Treuton, N. J	
F. H. Johnston	Franklin, Pa	
Chas. Miller J. F. Clinch		September, 1901
J. F. Clinch	New York, N. Y	
J. S. Stout		
G. B. Schley		
J. S. Bach		

UNION ELEVATED RAILROAD COMPANY.

Title.	Name.	Location of Office.
Chairman of the Board Prevident Prevident General Manager. General Manager. Secretary and Treasurer General Counsel. Chief, Engineer	J. Charles Moore D. H. Louberback Howard Abel C. A. Knight	

Name.	Postoffice Address.	Date of Expiration of term.
J. M. Roach W. E. Baker Dickinson MacAllister J. Chas. Moore. Chas. T. Yerkes	:	December 5, 1899 November 1, 1900 February 13, 1900 December 5, 1900

WABASH RAILROAD COMPANY, (THE

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Borri. President Vice President Vice President Secretary Treasurer Treasurer Treasurer Auditor General Manager General Superintendent Division Superintendent Division Superintendent Traffic Wonnerer Frencht Assistant General President Agent Assistant General President Agent General Superintendent Traffic Wonnerer Freight Agent Assistant General President Agent General Bagenger and The Agent General Baggager Agent	O. D. Ashlir, Delawar, Wells, J. C. Otteson, J. C. Otteson, W. O. Cheary B. Howard J. B. Howard J. B. Howard J. B. Howard J. B. Howard J. B. Howard J. B. Howard J. B. Howard J. B. Howard J. B. Howard J. B. Howard J. B. Howard J. B. Howard J. B. Howard J. B. Howard J. B. Howard J. C. C. Chemian J. B. Kinsen J. B. Kinsen J. B. Kinsen J. B. Kinsen J. J. W. Cople J. C. C. Copper J. C. L. Copper J. J. L. J. Prelor J. J. L. J. Prelor J. J. J. P. L. J. Prelor J. J. J. L. J. Prelor J. J. J. P. J. P. J. J. P. J. L	St. Louis, Mo., Yew York, N. Y. St. Louis, Mo. Perra, Ind., Moberty, Mr. Decatur, Ill. St. Louis, Mo.

DIFFCTORS

Title.	Postoffice Address.	Date of Ea of Te	epiration rm.
O. D. Ashley George J. Gould	New York, N. Y 2	d Tuesday ii	Oct., 1899.
Edgar T. Wells			* *
Henry K. McHarg			4.4
C. I. Laurence		4.9	
C. J. Lawrence S. C. Reynolds	Toleda Ohro	4.4	
Thomas H. Hubbard.	Now York V V		* *
John T. Tower	146 g 1 01 g 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		4.5
John T. Terry Russell Sage Francis Pavy			
Pannais Days	London England		
CO Mark	London, England		
C. C. Macrae P. B. Wyckoff	North N. V.		* *
Edwin Gould	New Tork, N. 1		* *

WABASH, CHESTER & WESTERN RAILROAD COMPANY, (THE).

OFFICERS.

Title.	Name.	Location of Office.
President Vice-President and General Manager. Secretary. Treasurer General Attornes General Superintendent. General Freight and Passenger Agent	C. B. Cole. H. C. Cole C. B. Cole H. C. Horner. C. E. Kingsbury C. H. Sharman	Chester, III

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Nathan Cole Charles B. Cole H. C. Cole J. J. Morrison George W. Evans	St. Louis, Mo Chester, Ill	March, 1900 March, 1991 March, 1902

WAUKEGAN AND MISSISSIPPI VALLEY RAILWAY CO.

OFFICERS.

Title.	Name.	Location of Office.
President Secretary and Treasurer. General Manager. Ageut in Illinois for transfer of stock.	George P. Washburn Thomas L. Wolf	

	Name.	Postoffi	ce Address.	Date	of Expir of Term.	ation
J. S. Keefe	·····			Annual	Meeting.	1900 1901 1902
C. I. Doytou						1902

WISCONSIN CENTRAL COMPANY.

OFFICERS.

Title.	Name	Location of Office	е.
Receivers	Henry F. Whiteor	ab Milwaukee, Wis	
President	Howard Morris	Boston, Mass	
Vice President	Frederick Abbott	Milwankee Wis	
Secretary	Howard Morris		
Assistant Secretary	Joseph H. Wellma	n Boston, Mass	
Assistant Treasurer			
Jeneral Solicitor	Howard Morris		
Auditor.	Robert Toombs		
Jeneral Manager	Dobowt D. Twoudy		
Heneral Superintendent Division Superintendent	Spraner I Collins		
Division Superintendent	F H Marsh	Wankesha Wis	
Superintendent of Telegraph	P. W. Drew	Milwaukee, Wis	
Heneral Freight Agent	Burton Johnson .		
Ass't General Freight Agent	C. E Wilson		
General Passenger Agent	J. C. Pond		
Car Service Azent	W. R. Hancock		

Name.	Postoffice Address.	Date of Expiration of Term.
Howard Morris Henry F, Whiteono R, G, Hazard Henry Sawyer Alphens H, Haraly Charles K, Batt Joseph H, Wellman George R, Brackett Frederick About	Milwauker, Wis	October, 1999 Cottober, 1999.
Joseph H. Wellman. George R. Brackett Frederick Abhott George W. Johnson E. B. Greenleaf. Henry Mitchell	Mitwankee Wis	

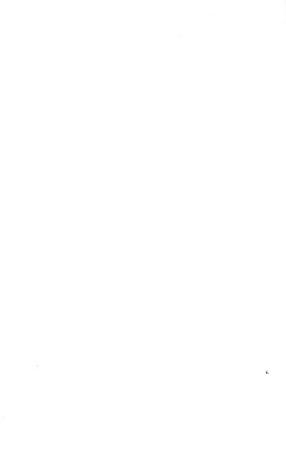
CHICAGO & WISCONSIN RAILROAD COMPANY.

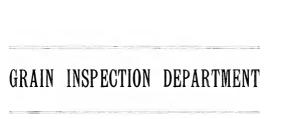
(Operated by receivers of the Wisconsin Central Company.)

OFFICERS.

Title.	Name.	Location of Office,
President. Secretary Treasurer General Solicitor Auditor	Howard Morris Edwin H. Abbott Howard Morris	Milwaukee, Wis Boston, Mass Milwaukee, Wis

Name.	Postoffice Address.	Date of Expiration of Term.
Edwin H. Abbott. Howard Morris. Henry S. Hawley K. K. Knapp. Edward Shearson	Milwaukee, Wis Chicago, Ill	







REPORT OF CHIEF INSPECTOR OF GRAIN.

STATE OF ILLINOIS, OFFICE OF THE CHIEF INSPECTOR OF GRAIN FOR THE CITY OF CHICAGO.

Chicago, November 10, 1899.

Hon. Cicero J. Lindly, Chairman Railroad and Warehouse Commission, Springfield, Ill.

My Dear Sir:—I have the honor to submit herewith the twentyninth annual report of the business of this department for the period beginning November 1, 1898, and ending October 31, 1899.

The year just closed has been one of the largest in volume of business in this department, being exceeded only by the preceding year.

The total number of cars received was 314,186, being 12,691 cars less than last year. The receipts by lake and canal amounted to 5,127,203 bushels, which is 1,568,929 bushels less than the preceding year, making a grand total of "in" inspection of 301,271,723 bushels, an excess over last year of 2,519,006, accounted for by the increase in the number of bushels contained in cars this year over last.

Our "out" inspection from regular elevators by cars and vessels was 60,820,806 bushels; from unfreensed elevators, 51,402, 129, and from unfreensed elevators by cars, estimated in bushels, 40,981,700, making a total "out" inspection of 153,204,635 bushels, which is 13,660,200 less than the previous year's shipments. The grand total of receipts and shipments was 454,476,358, which falls short of last year 12,141,194 bushels.

There have been no changes made during the past year in our rules for the grading of grain, which leaves the rules as published under date of September 19, 1898, in full force and effect.

Much of the grain produced in territory which formerly shipped to this market is now going south on direct lines to gulf ports at a unch lower rate of freight than can be obtained by way of Chicago, and the through rate from the Missouri river and other western and north-western points to eastern markets enables shippers to reach eastern ports by lake and rail at a lower rate of freight than via Chicago, as in former years. This trade is increasing yearly and is certain to continue to decrease the grain trade of Chicago. The only hope for bolding our present trade and regaining a portion of that which we have lost is in securing lower rates of freight to and from Chicago.

The inspection of grain still remains under the personal supervision of Mr. William Smillie and his assistant, Mr. S. H. Smith, while Mr. C. B. Loop has direct charge of the office force. To these and all of the employés of the department, I desire to express my appreciation for the satisfactory services rendered during the past year.

Below is given a table of "Exhibits" as published on the following pages:

Exhibit A 1, inspection on arrival, by months, of winter wheat.

Exhibit A 2, inspection on arrival, by months, of spring wheat.

Exhibit A 3, inspection on arrival, by months, of corn.

Exhibit A 4, inspection on arrival, by months, of oats. Exhibit A 5, inspection on arrival, by months, of rye.

Exhibit A 6, inspection on arrival, by months, of barley.

Exhibit B 1, inspection on arrival, by canal and lake, of winter wheat-

bushels.

Exhibit B 2, inspection on arrival, by canal and lake, of spring wheatbushels.

Exhibit B 3, inspection on arrival, by canal and lake, of corn-bushels.

Exhibit B 4, inspection on arrival, by canal and lake, of oats-bushels.

Exhibit B 5, inspection on arrival, by canal and lake, of rye-bushels.

Exhibit B 6, inspection on arrival, by canal and lake, of barley-bushels.

Exhibit B 7, grand total of inspection by canal and lake-bushels.

Exhibit B 8, grand total of inspection on arrival, by railroad, canal and lake.

Exhibit C 1, inspection on arrival, by railroads, of winter wheat.

Exhibit C 2, inspection on arrival, by railroads, of spring wheat.

Exhibit C 3, inspection on arrival, by railroads, of corn. Exhibit C 4, inspection on arrival, by railroads, of oats.

Exhibit C 5, inspection on arrival, by railroads, of rye.

Exhibit C 6, inspection on arrival, by railroads, of barley.

Exhibit C 7, grant total of inspection on arrival, by railroads.

Exhibit D 1, inspection from store to cars and lake vessels, regular elevators-bushels.

Exhibit D 2, inspection into lake vessels and cars from unlicensed elevators —bushels.

Exhibit D 3, inspection into ears from store, by months, from unlicensed elevators.

Exhibit D 4, grand total of inspection from store into cars and vessels for the year.

Exhibit E, inspection on arrival-comparative statement of inspection from 1880 to 1889, inclusive.

Exhibit F, inspection from store-comparative statement of out inspection from 1883 to 1899, inclusive.

Exhibit G, average contents of carload of grain on all roads—bushels.

Exhibit H. financial statement.

Thanking your Board for the loyal support of this department, I am

Very respectfully,

E. J. Noble. Chief Inspector.

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Exhibit A.— 1.

Inspection on Arrical—By Months.

WINTER WHEAT.

Months.		1	White.		Long Red.			Hard.				Red.	÷		0	olorado		
	0.8	00	~	z z	79	-	21	00	7	z z	29	8	-	ž	-	21	00	Total.
November 1989, Security 1989, Securi	24×4×452200=0	*NYZZZZZzonxe	7 7 2 0 - 7	7				23821 2372 2372 2372 2372 2372 2372 2372 23	Sagananastrate	9257	SEESTERNESS ST	25.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.	2824255555	&&= ===X4225				1,138 688 888 888 288 288 1,130 1,13
Lotal	72	134	Ξ	01	-	-	368	390 4,382	1,128	4	955	1,535	25	88	1	35	18	- 6

Ехнівіт А.—2.

Inspection on Arrival-By Months.

SPRING WHEAT.

Months.	North	hern.	Spring.			White.				Mixed.		Total.	
Months.	1	2	2	3	4	N. G.	2	3	4	NG	1	2	Total.
November, 1895	508	1, 196	30		495		2	35			1	15	5, 36
December, "	199	962	114	2,364	381			17				15	4,06
anuary, 109	255 162	745 460	42 15	1,782	261 145	11		32	- 1		1	×.	3, 1
darch	102	417	14	779	156		::::1	5	4			15	1, 50
pril,	95	375	16	764	81	10		8			1	3	1.3
Iay.	26	121	30	506	55	2		6	2		- 4	3	1,0
une, "	190	562	76		169			26:	- 1		. 7	35	2.97
uly.	84	50%	30		136			34	5		3	39	1,8
ugust,	192	195	11		324			5	2		2	17	1,5
eptember, "	215	290	15	1,533	913			9	- 1	. 1	1.	6	3,00
letober. "	59	265	11	1,942	960	32		18	- 3		2	7	3, 33
Total	2, 121	6,096	101	17, 701	1 106	179	9	231	27	- 1	22	177	31.0

Exhibit A = 3.

Inspection on Arrival-By Months.

COEN.

	Yell	177".	Whi	te.					
Months.	2		2	\$	2		4	N. G.	Total.
November, 1898 December, January, 1890 February, March, April, May, Julie, July, August, September, October,	2,012 758 729 600 282 289 559 1,949 1,920 867 2,261 1,538	975 1, 442 2, 497 5, 007 1, 249 1, 288 5, 326 3, 10 1, 546 5, 171 3, 282	265 137 28 27 61 215 220 220 230 220	276 543 656 675 171 258 641 2,361 1,111 712 1,333 793,	2,656 1,753 2,013 1,611 801 508 545 1,850 1,701 1,188 2,200 1,878	1,796 5,231 4,700 5,358 2,500 1,530 1,530 5,534 4,221 7,346 5,198	1, 239 4, 386 5, 831 3, 190 1, 674 8, 25 1, 151 4, 386 3, 762 2, 468 4, 167 2, 785	\$5, 468 3740 132 575 273 611 477 227 85	9, 433 12, 768 16, 928 14, 768 7, 229 4, 877 6, 021 20, 983 17, 557 11, 249 24, 254 15, 731
Total	12, 908,	29,856	3,016	9,555	19,593	45,056	35, 50	2,533	161,800

Ехнівіт А.—4.

Inspection on Arrival—By Months.

OATS.

		White.			Oat	ts.		Whit	e Clip	ed.	Total.
Months.	2	3	1	2	3	1	N. G.	1	2	3	Total.
iovember, 1898	324	3,754	964	499	386	99	25		1	12	5,88
ecember,	396 180	6, 119 3, 755	1,110	612 451	460 214	95 66	15 29		4	23 23	8,83 5,34
chruary "	228	4, 488	642	630	331	80	30			22	6,51
Larch.	166	3,350	763	319	320	89	17			42	5,1€
April. "	136	2,568	549	402	263	72				26 72	4,02
1ay	192	6,529	1,297	868	681	121	42	1		72	9,80
une.	133 316	4,232	1,370	1.031	416 591	167	30 117			10	6,83 8,39
uly,	529	8,655	1, 155	1,031	618.	116	198			4	13, 17
eptember	320	5,894	1, 181	1,403	402	96			9	70	9, 48
otober,	253	5, 122	1,279	795	260	71	19			23	7,80
Total cars	3,073	59, 390	12, 166	9,400	4.954	1, 245	598	1	10	335	91.17

Ехнівіт А.—5.

Inspection on Arrival -By Months.

RYE.

	Months.	2	3	4	N. G.	Total.
November,	1898	795	116	11	5	957
December.	**	856	146	16	- 2	1.096
anuary.	1899	411	76	31	_	555
ebruary,	***	213	38	30		27
larch.	**	105	10	18		163
April.	**	64	30	8		100
Iav.	**	211	47	23		28
une.		45	34	13	4	98
uly.	"	SIL	62	22	12	17
August.		1.29	119	32	. 9	30
september		217	132	37	19	105
October,	**	223	123	30	13	383
Total es	rs.	3, 142	963	331	61	4,80

Ехнівіт А.—6.

Inspection on Arrival—By Months.

BARLEY.

,	dont	Bay I	Brewing.					N. G.	Total.
	1011	 2	3	2	3	4	5	N. G.	Total.
November, December, January, February, March, April, May, June, July, August, September,	1899		3	45 21 7 7 5	1, 237 1, 210 633 337 327, 238 119 113 129 101 405	934 1, 051 597 382 291 146 152 123 112 637 1, 775	281 244 131 66 64 16 20 26 27 27	23 18 23 14 6 3 7 3 10 63 76	2, 52 2, 54 1, 38 90 68 40 29 26 27 84 2, 48
Total c		 	5 5	103	936 5,785	2,005	375 1, 512	264	3, 33

Ехнівіт В.—1.

Inspection on Arrival-By Lake and Canal-Bushels.

WINTER WHEAT.

Months.	Hard.	R+0		Total.
Months.	3	2	3	Total.
November.			500	50
fanuary Pebruary Tune September	 7, 500	3,741 14,714		11, 20 7, 80 3, 74 14, 71

Ехнівіт В.—2.

Inspection on Arrival—By Canal and Lake—Bushels.

SPRING WHEAT.

,	Wonths.	Nort	hern.	Spri	ng.	Total.
		1	2	3	4	
December			16,000 10,200		1,500	66, 80 30, 00
January March April			24,000 6,700	3,300		27, 30 6, 70
May July		21,000		3, 100		7, 90 24, 00
August September October						48,00 324,50 431,21
				56.800	1.500	966, 41

Ехнівіт В.—3

Inspection on Arrival—By Canal and Lake—Bushels.

CORN.

	Yell	low.	Wh	ite.					
Months.	2	3	2	3	2	3	1	N. G.	Total.
November	40, 200		9.500		999 700				279, 400
December,									222, 700
January					279,560				308,300
February		24,800		12,000	65,200				113,000
March					47,317	5,000			58, 117
April			21,300		67, 300	92,900	3,900	950	156,350
May	22,646	5,000			38, 157				75, 203
June					167, 163				433, 812
July				14,500 8,000	26,300 22,000	62, 400 72, 700	39,300	1,000	228,500 202,000
August September	32, 200	10,300	6 000	8,000	103,000	446,000	40,300		638,700
October	5,500	6,000			22, 200	356, 159	21, 900		453, 785
October	3,300	0,000	0,000	0,000	22,200	0.004130	21,500		400,100
Total bushels	280,852	119,700	59,600	54,803	1,207,437	1, 188, 029	287,500	1,950	3, 199, 57

Ехнівіт В.-4.

Inspection on Arrival—By Canal and Lake, Bushels.

OATS.

		White.				
Months.	2	3	4	2	3	Total.
ovember				4,500		51,80
December				10,500		52,00
auuary						20, 20
ebruary		8,000		6,000		14,00
larch		53,000				57.56
pril		31,000				44, 10
fay						208, 83
une				8,628		107, 12
uly		13, 400				18, 90
ugust						76, 70
eptember		49,500				49,50
October		49,500		4,000		53,50
Total bushels		624, 400		162, 825	20,000	754, 22

Ехнівіт В.—5.

Inspection on Arrival—By Canal and Lake, Bushels.

RYE.

	Months.	2
December		17,50
anuary		19,000
ebruary		13,20
larch		 5,29
lay		 61,53
une	********************************	 2,74
11 v		8,40
eptember		 16, 25
		 143.5

Ехнівіт В.—6.

Inspection on Arrival-By Canal and Lake, Bushels.

BARLEY.

	Months.	3	4	Total.
- August		16,500	8, 300	24, 500
Total b	orshels	16,500	8,300	24,500

Ехніввіт В.—7.

Grand Total of Inspection—By Canal and Lake.

BUSHELS.

Months.	Winter Wheat,	Spring Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
November, 1898			279, 400	51,800			331,70
December, 1898 January, 1899		66, 800 30, 000	222, 700 308, 300	52,000 20,200	17, 500		359,00 388,80
February, 1999		30,000	113,000	14,000	13,000		148,00
	1,000	27, 300	58, 117	57, 567	5,200		148, 18
A nril		6,700	186, 359	44, 100			237, 15
		7,990	75, 203	205, 830	61,533		353, 46
June, "	3,741		433, 812	107,128	2,740		547, 43
		24,000	228, 500	18,900			279,80
		48,000	202,000	76,700		24,800	351,50
September,		324,500	638, 700	49,500			1,043,67
October, "		431,216	453, 789	53,500			938, 50
Totals	38, 055	966, 416	3, 199, 871	754, 225	143, 836	24,800	5, 127, 20

Ехнівіт В.—8.

Grand Total of Inspection on Arrival—By Railroad, Canal and Lake.

Mouths.	Winter Wheat.	Spring Wheat.	Corn.	Oats.	Rye.	Barley,	Total.
November, 1898	1,130		9, 434	5,887	957		25, 294
December, 1898	585	4,064	12,768	8,834	1,090		29,857
January, 1899	669	3,138	16,928	5,342	558	1,392	28, 027
repruary,	359	1,858	14,768	6,511	271	806	24,573
March,	218	1,506 1,348	7,229	5, 105	163		14,914
April,	252 291	1,348	4,875 6,022	4,024	102		11,004 17,780
May,	511	2,973	20,982	9,806 6,826	281 99	266	31, 657
June,	1,075	1,856	17,557	8,399	176		29.339
August. **	1,263	1,532	11, 249	13, 177	309		28, 379
September, "	1,545		24, 251	9, 436	405		41, 149
October, "	1,573	3,323	15, 734	7,825	399		32, 183
Total cars	9,471	31,067	161,800	91,172	4,800	15,876	314, 186
Total est'mat'd bus	8,675,436	26,841,888	130, 280, 600	116, 426, 644	393,600	13, 526, 352	296, 144, 520
Received by lake and canal, bus., as shown by Exhibit B7.	38,055	966,416	3, 199, 871	754, 225	143,836	24,800	5, 127, 202
Grand total bus	8,713,491	27, 808, 304	133, 480, 471	117, 180, 869	537, 436	13, 551, 152	301, 271, 728

Exmuser C. -1. Inspection on Arrival - By Rathonds.

WINTER WHEAT.

		White	ite.				Hard.			Eod.		Red.			Ŝ	Polorado		Portral
KallFolds.	03	20	7	ž	-	21	00	7	Z.	27	21	22	-	z z	-	23	:0	
E. R. P. U. P. P. P. P. P. P. P. P. P. P. P. P. P.	27	a-3 3 3	~			2°° S : 7 : 7 : 8	\$287-6 m-8	255835 co	5 34-4	5 534-4	E-112- 2852	2885-22 <u>5</u> 2	2=%80-488x	C-057 - 05N		£	<u> </u>	2628×18583×
N. S. S. S. S. S. S. S. S. S. S. S. S. S.		1 2		-	-		55 E	452 852 853 853 853 853 853 853 853 853 853 853		-772	: -= <u>=</u>	********	21%21£	-7 8		* S	: 51	1,012
Totals	5	5	21	200	~	336	4,3%	5	9	-	1555	1,535	22 15	£	-	Z	2	9,471

Ехнівіт С.—2.

Inspection on Arrival—By Railroads.

SPRING WHEAT.

	Nort	hern.		Spri	ng.		W.	iite :	Spri	ng.	Miz	ked.	m
Railroads.	1 .	2	2	3	4	Ñ. G.	2	3	4	N. G.	2	S	Total.
B.& Q C. R. I. & P	6 12	71 240	157 22	6,532 2,654	1,158 881	42 26	1	193 11				33 21	8, 21 3, 56
C., Fp. Div. C., Fp. Div. J. N. W., Gal. Div. J. N. W., Wis, Div.	178 231 25	49 994 35	24 6	367 2,479 77	97 832 37	20		2	i		 3 8	33 17	71 4, 61 22
Vabash ., M. & St. P	43	274	100	2,522	442 1	20		6			11	62	3,45
C. G. W L., T. & S F	40		4	87 48	85 23	12						2	25
E. J. & E Special.	674 912		68 23		533 16							8	8,28 1,33
Total cars	2, 121	6,096	404	17,701	4, 106	179	2	231	27	1	22	177	31,06

Ехнівіт С.-3.

Inspection on Arrival—By Railroads.

CORN.

Railroads.	Yell	ow.	Wh	ite.				N. G.	Total.
Railroads.	2	3	2	3	2	3	4	N. G.	Total.
, B. & Q	2,288	7,450	255	2,180	2,668	11,046	9,395	588	35, 870
R. I & P	1,766	2,728	789	863	4,337	10,214	4,444	315	25, 456
& A	1, 185	2,370	537	1,056	770	1,960	2,395	92	10, 365
C	1,618	5,830	559	2,957	403	2,182	3,845	185	17,579
C., Fp. Div	583	1,478	22	71	795	2,742	1,090	225	7,00
. & N. W., Gal. Div.	1,766	1,872	134	165	2,850	2,608	2,910	436	12,741
& N. W., Wis. Div.	16	37	3	4	15	43	34	4	154
abash	531	737	165	726	241	498	863	72	3,83
& E. I	344	2,379	81	777	74	1,035	1,727	22	6, 43
. M. & St. P	320	1,322	22	58	1,176	6,825	3,754	361	13,839
is. Central						1	1		2
G. W	302	521	11	22	526	1,271	1,010	218	3,881
T. & S. F	641	1,229	215	439	672	1,808	2,161	54	7,219
. J. & E	1,311	1,733	103	201	3,723	5,075	2,058	309	14,513
pecial	234	170	120	39	1,343	778	203	12	2,899
Total cars	12,908	29,856	3,016	9,558	19,593	48,086	35,890	2,893	161, 80

Ехнівіт С.-4.

Inspection on Arrival-By Railroads.

OATS.

		White.						Cl	lipp	d.	
Railroads.	2	3	4	2	3 .	4	Х. G.	1	2	3	Total.
., B. & Q.	138	9,814	2,505	1,530	1.029	194	82			1	15, 29
. R. I. & P	124	9,662 3,216	1,514	230 1,230	257 -75	S7 59	145			34	11,99 5,24
C	1, 146	5,349	755	1,874	1,145	158	52	1	1	3	10.45
C., Fp. Div & N. W., Gal. Div	61	3,819	532	105	\$7	33	40		4		4,90
'. & N. W., Gal. Div	524	5,658	1.676	622	201	174	25		3	27	1.04
abash	111	1.902	367	757	334	95	- 9				3,60
. & E. 1	23	1,901	532	1.040	790	209	77				4,60
, M. & St. P	126	9.945	1,559	602	306	√ 0	65		2	44	13,00
Vis. Cent	10 25	2,63	25 795	170	155	35	99			;	3, 57
T. & S. F	44	2, 139	391	555	241	0	29				3, 77
J. & E	634	1.593	576	.17	17	5	17			3	2.80
pecial	43	600	157	24	63	25	- 6				1.19
Total cars	3,073	59,390.	12, 166	9,400	4,954	1,245	50%	1	10	335	91, 17

Ехнівіт С.-5.

Inspection on Arrival—By Railroads.

RYE.

Railroads.	3	3	4	N. G.	Total.
. B. & Q.	1.066	292	53	24	1, 463
, R. I. & P.	321	147	33	17	51
& A	14	6	8		- 9
(°	14	- 5	- 9	3	2
C., Fp. Div	:15	65	383	5	21
& N. W., Gal. Div.	 355	142	12		56
& N. W., Wis. Div	117	112	1-		12
abash	-111	- 11		1	1
& E. I	13	14			3
M. & St. P	 735	143	- 4		97
is. Cent	38	143			4
G. W.	50	42			13
T. & S. F.	 12	11	14	1	2
1 t. F	 302	59.	11		37
, J. & E	225	19	- 11		24
pecial	 223	19	+	1	24
	3,442	963	331	64	1 10

Ехнівіт С.—6.

Inspection on Arrival—By Railroads.

BARLEY.

		ay ring.				5		m
Railroads.	2	3	2	3	-1	э	N. G.	Total.
U. B. & Q. C. R. I. & P.				187 154	600 2,097	114 337	22 51	92, 2,63
C., Fp. Div C., Fw. Div C. & N. W., Gal. Div	5	2	10		1,055 953	111 111 81		1,29 1,96
. & N. W. Wis. Div Vabash ! & E. I. ! M. & St. P					1	95 	30	2, 14 5, 69
Vis. Central . & G. W . T. & St. F.			1	301 16	741 88	168 14		1, 22
D. J. & Epecial				29 77 5, 785	157	45	3	286 16 15, 870

Ехнівіт С.—7.

$Grand\ Total\ of\ Inspection\ on\ Arrivat-By\ Railroads.$

Railroads.	Winter Wheat.	Spring Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
C. B. & Q	1,824	8, 216	35, 870	15, 296	1, 465	923	63, 59
C. R. I. & P	552	3,869	25, 456	11,993	518	2,639	45, 02
C. & A	818		10,368	5, 241	29	1	16, 45
	539	1	17,579	10, 487	21	4	28, 63
C. & N. W., Gal. Div	31	717		4,903	218	1,299	14, 17
C. & N. W., Gal. Div	298	4,618	12,711	8,913	569	1,961	29, 10
. & N. W., Wis, Div	206	221	156	1,016	125	2, 147	3,90
Vabash	178	2	3,833	3,605	16	1	7,63
C. & E. I	240		6, 439	4,662	34	1	11, 37
C. M. & St. P	560	3, 480	13,838	13,062	977	5,090	37,00
Vis. Central	8	2	2	261	40	21	33
'. & G. W	71	252	3,881	3, 877	137	1,223	9,44
A. T. & St. F	145	75	7,219	3,770	25	118	11,35
C. J. & E	1,019	8,281	14,513	2,862	374	280	27, 32
Special	2,982	1,333	2,899	1,191	249	168	8,83
Total cars	9,471	31,067	161,800	91, 172	4,800	15,876	314, 15

Ехніві**т** D.—1.

Inspection from Store to Cars and Lake Vessels.

REGULAR ELEVATORS-BUSHELS.

Months.	Winter wheat.	Spring wheat.	Corn.	Oats.	Rye.	Barley.	Totals.
November 1898.	417, 180	962.579	6,912,290	428, 800	357, 400	40, 355	9, 118, 604
December,	155,000	1, 115, 700	2, 229, 900	55,600	135, 100	113,550	3, 508, 150
anuary, 1899	10,400			152,200	211,700		2,210,90
ebruary	21,100	317, 255		285,090	12,500		1,736,13
larch,	2,940 15,000			91,800 500,300	104, 023 25, 600	43, 400	2,075,88
pril	21, 342		6, 391, 632	698, 304	225, 366		3, 192, 88 8, 696, 69
4.4	5,609			519,670	4, 026	139, 413	7, 787, 14
uly.	189,858	504,596		409, 553.	139, 121	440, 231	7, 636, 04
ugust.		487, 429	2,615,923	1,992,971	155, 246	46, 669	5, 295, 23
		1,357,244	2, 119, 297	252, 519	16,950		3, 787, 52
etober, "		1,824,240	3,953,446	263, 437	31,485		6,072,60
Total, bushels	898, 429	10,503,545	41, 084, 092	5,650,584	1, 497, 817	1, 186, 336	60, 520, 80

Ехнівіт D.—2.

Inspection into Lake Vessels and Cars.

FROM UNLICENSED ELEVATORS-BUSHELS.

Months.	Winter wheat.	Spring wheat.	Corn.	Oats.	Rye.	Barley.	Totals.
November, 1808	486,900	2, 312, 400	5.382.400	5,000	373, 200		N. 559, 900
December,		1, 355, 200			72,500		
January, 1899		82,600	2,012,000		103, 100		2, 197, 70
February, "		175, 200	1,392,950		60,000		
Marca,		16,000			16, 450		
April.		79,200					803, 13
чау,		323,000	2,996,001				
une,			5,751,367	140,000			
			6,839,895				
August,	72,776		4,688,629	405,000	50,000		5, 384, 40
September, 1809			5,073,237				5,856,94
etober, "		514, 441	5,425,994	66,000	33,580	51, 100	6,091,41
Total, bushels	720, 176	6 140 019	42, 174, 495	1,513,315	727, 930	126, 194	51, 402, 12

Ехнівіт Д.—3.

Inspection into Cars from Store—By Months.

FROM UNLICENSED ELEVATORS.

Months.	Winter wheat.	Spring wheat.	Corn.	Oats.	Rye.	Barley.	Total.
November, 1898	83	747	874	158	165	16	2,04
December, "	131	1,439	1,014	393	151	4	3, 13
January, 1899	59	1,149	1,425	73	81	90	2, ha
rebruary.	144	645	2,115	201	64	5	3, 17
March,	45	913	3, 339	165	36	50	4,51
April.	41	1,387	1,905	251	92	1	3, 67
May.	101	994	1,105	341	91		2,63
June.	6	2,035	824	207			3,07
July.	143	1,060	2,774	336	38		4,35
August,	128	736	2,312	117	46		3,33
September,	129	1,881	3,209	147	102	1	5,46
October. "	43	1,196	1,656	125	129	4	3,11
Total cars	1,053	14, 176	22,552	2,514	997	180	41, 47
Estimated bushels	947, 700	12,758,400	22, 552, 009	3,519,600	997,000	207,000	40, 981, 70

Ехнівіт О.-4

Grand Total of Inspection from Store into Cars and Vessels for the Year.

	Winter wheat.	Spring wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Cars and vessels— Regular elevators— bushels	898, 429	10, 503, 548	41,084,092	5,650.584	1, 497, 817	1,186,336	60, 820, 806
licensed elevators— bushels Estimated bushels by	720, 176	6, 140, 019	42, 174, 495	1,513,315	727,930	126, 194	51,402,129
earsUnlicensed ele- vators	947,700	12,758,400	22, 552, 000	3,519,600	997,000	207,000	40, 981, 700
Total bushels	2,566,305	29, 401, 967	105,810,587	10, 683, 499	3, 222, 747	1,519,530	153, 204, 635

Inspection on Arrival—Comparative Statement of Inspection from 1880 to 1899, inclusive. EXHIBIT E.

V			The second second					· Carrier	
rears.	Number.	Number.	Bushels.	Bushels.	Bushels.	Bushels.	Husbels.	Bushels.	Bushels.
0	270.523	1.022	5.887.500	17, 319, 988	ž	18 873 400	1 645 545		9
150	227, 119	320	1,682,311	X	76 017 132	20.00	200	177 763	124 100 403
23	171.315	200	11, 157, 238	9,508,301	775.	25, 069, 350	CNN SEC		ž
	235, 213	477	6, 95.3, 001	13,010,095	25N	33, 302, 184	4,380,600		X
	210, 822	198	7, 153, 624	16, 782, 273	909	351, 6513, 860	3, 752, 180		Z.
	213, 270	097	XX 250 5	27, 021, 672	Ě	38, 859, 940	1,798,951		3
9	201,103	450	5, 506, 0x1	10,614,844	177.	42, 534, 076	1, 104, 336		529
	189, 130	203	5, 639, 573	17,667,97 s	200	45, 974, 724	N52, N31		5
3	211.NIN	150	7,265,135	10, 101, 034	2. E.	52, 617, 987	2, 357, 792		1
	242, 258	22.50	13, 695, 185	4, 654, 590	775.	5X, 75X, 513	2, 570, 410		23
	273, 956	919	9, 126, 046	9,320,17	Ē	74, 605, 343	3, 0N5, 129		300
	277,216	2	27, 793, 776	15, 127, 138	ž	75, 404, 372	N. 185, 375		2
	320,572	Z	24, 223, 557	22, 639, 906	150	85, 779, 164	3, 972, 900		2.56
3	271.041	S	17, 914, 303	23, 372, 061	8	75, 294, 700	1,50×, N53		¥
	217, 207	555	27, 200, 900	4,055,360	560.2	65, 952, 650	930,550		3
6	201,616	222	11,023,123	9, 751, 617	7H2.	76, 393, 050	1, 166, 30N		51.55
	306,445	27.5	13, 642, 409	22, 440, 117	Ī	104, 055, 406	2, 231, 067		200
	310,353	000	11, 0NS, 769	11,531,703	TON	113, 741, 310	3, 700, 526		2
	3.50, 577	35.	18, 554, 026	21, 418, 461	1345.	111, 499, 472	4, 526, 933		752
	311, 15;	3	8, 713, 431	27, 808, 304	3	117, 18, 765	537, 436		271

Enhibit F.

Inspection from Store—Comparative Statement of Out-Inspection from 1883 to 1899 inclusive.	Store—Cor	nparative t	Statement o	f Out-Insp	ection from	1883 to 18	99 inclusir	
Years.	Winter Wheat,	Spring Wheat,	Coru.	Oats,	Rye.	Barley.	Total.	Combined Totals of In and Out- Inspection.
	Bushels,	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
1845. 1847. 1847. 1847. 1847. 1847. 1847. 1847. 1848.	2. 201, 208 1. 4. 41, 140 1. 501, 163 1. 501, 163 1. 501, 163 1. 501, 163 1. 501, 163 1. 503 1. 503	5. 554, 623 715, 624 717, 624, 624 717, 624, 624 717, 624, 624 717, 624, 624 717, 624, 624 717, 624, 624 717, 624, 624 717, 624, 624 717, 624, 624 717, 624, 624 717, 624, 624 717, 624, 624 717, 624, 624 717, 624, 624 717, 624, 624 717, 624, 624 717, 624, 624	92, 391, 145, 201, 201, 201, 201, 201, 201, 201, 201	6, 47, 597 8, 682, 128-8, 8, 682, 128-8, 14, 683, 128-14, 14, 683, 128-14, 16, 683, 683-18-18, 16, 683, 683-18-18, 16, 183, 183, 16, 183, 183, 18, 183, 183, 183, 18, 183, 183, 183, 183, 183, 183, 183, 1	2, 007, 22, 207, 22, 207, 22, 207, 22, 207, 22, 207, 22, 22, 22, 22, 22, 22, 22, 22, 22, 2	771. (98) 12. (198) 13. (1	25. 25. 25. 25. 25. 25. 25. 25. 25. 25.	21, 216, 144 187, 479, 140 187, 479, 140 187, 887, 887 217, 887, 887 217, 887, 887 210, 887, 173 210,

Ехнівіт G.

Average Contents of Car Load of Grain on all Roads—Bushels.

Kinds of Grain	1877	12.5	523	<u>2</u>	ž	28	8	3	55	Ŷ.	1882	3	3	9681	2	1892	2	20	20	1836	1817	862	1800
Wheat. Corn. Oats. Rye. Barley	200000	255 555 555 br>555 55	\$\$ \$ \$\$	##200 B	25525	3393X	25223 25233 35233	\$2555 \$2555	583 583 583 583 583 583 583 583 583 583	25528	25.5 25.5 25.5 25.5 25.5 25.5 25.5 25.5	1,000	52522	1,015 201 201 201 201 201 201	23225 23225	1.086 2.045 2.045 2.045 3.045	1. 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1	1, 150 850 815 815	585 585 585 585 585 585 585 585 585 585	55 25 55 55 55 55 55 55 55 55 55 55 55 5	1, 156 125 125 125 125 125 125 125 125 125 125	12.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.	35255
							3	n.ge	for	Charge for Inspection—Per Car.	ertio	1	. ć.	Sar.									
Year	13.77	ž	52	200	ž	24.83	283	35.	1882	1836	1882	388	282	2	3	1892	180	138	1803	986	1807	303	28
Cents	5î	10	29	33	8	8	100	153	12	18	8	28	98	52	25	55	50	100	53	51	60	53	- 52

Ехнівіт Н.

Financial Statement.

Months.	Inspection fees earned.	Commissions paid to railroads and elevators,	Total cash received.	Disbursed for expenses.	Balances.
November, 1898	815, 853 40		816,618 43		879, 261 67 52, 776 75
December, 1898 January, 1899	11, 787 60 10, 264 16		14,771 73	11, 256 65 11, 430 09	82, 915 66
February, 1899	8,726 91	378 61.	9,629 23	11,585 05	80,959 84
March, 1899	6,507 94 5,596 23		8,858 92 6,872 95	11, 193 03 11, 245 25	78,620 77 74,248 43
April, 1899	11, 492 68		5, 713 17	11, 353 42	68, 608 T
June, 1899	16,048 67	412 38	11,002 03	11,990 63	67,619 5
July, 1899	15, 494 11		15, 298 76	11,097 45	71,820 8
Angust, 1899	13, 225 59 17, 120 20		14,560 81 12,536 43	11, 297 61 12, 231 99	75, 084 0:
October, 1899	15, 367 29		15,981 73	11, 453 56	80, 166 7
Total	8117, 481 78	85, 242 08	\$143,655 19	8137, 259 94	

E. J. NOBLE, CHIEF INSPECTOR,

IN ACCOUNT WITH ILLINOIS STATE GRAIN INSPECTION DEPARTMENT.

November 1899. October	To balance on hand To cash received during year.	873, 769 45 143, 658 19	S217, 426 64
	By expenses. Inspection Department. Registration Department. Appeals Committee. By balance on hand	8117, 933 98 15, 253 42 4, 072 54 80, 166 70	\$217,426 64

REPORT OF THE WAREHOUSE REGISTRAR.

Office of the Warehouse Registrar, Chicago, Ill., Nov. 1, 1899.

Hon. Cicero J. Lindly, Chairman Railroad and Warehouse Commission. Springfield, Ill.

Dear Sir:—I have the honor of presenting herewith the twentynith annual report of the office for the fiscal year ending October 31, 1899.

While on a leave of absence to Porto Rico, in the service of the United States army during the late Spanish-American war, Hon. H. J. Strawn, of Edwards county, was Registrar in charge of this department for the six months ending June 30, 1899, and I found that his administration of the office was of the very highest order and it was handed over to me on that date in the high and efficient condition in which I left it to enlist in the military service of the United States government.

The total amount of all kinds of grain received into store in warehouses of Class "A" during the year, as shown by Exhibit A 2, were 61,002,966 bushels, of which 54,127,085 bushels were received from 60,343 cars and 9,875,881 bushels were received from 1,295 canal boats and three lake vessels.

The shipments from the same warehouses during the year were 62,033,184 bushels, 18,285,189 bushels of which were by rail, and 43,-747,995 bushels by boats, leaving the amount in store 16,589,353 bushels.

The storage capacity of "Class A" houses have decreased during the year from 31,050,000 bushels to 25,400,000 bushels, partly by reduced measurements of capacity by owners of some of the warehouses and the Rock Island B. Peavey B and St. Paul and Fulton Annex becoming private warehouses, making the storage capacity of public warehouses some 7,000,000 bushels less than that of private warehouses in Chicago.

The total number of cars inspected in by the inspection department during the year were 314,186, of which 60,343 cars were received into store; this shows that only 19.2 per cent of the grain coming to Chicago by rail goes into public warehouses. The following table shows the average number of bushels of each kind of grain received from cars during the year, and by comparing with former years shows that the tonnage per car is increasing each year, this year being the largest:

Vinter wheat	916	bushels
pring wheat	864	
lorn.		
)ats	1 277	* *
ζγe	802	4.4
Barley	852	

The average number of bushels in each car that was shipped out were larger than those received, showing that the tonnage per car on eastern roads are larger than those on western roads entering this city. The statistics in regard to the number of cars shipped out of public warehouses and their average number of bushels have not heretofore been compiled by this department and will be interesting and instructive to those interested in the grain trade.

The average number of bushels in cars shipped out of public warehouses are:

Wheat	887 bushels
Corn	1,019 **
Oats	1,348
Rye,	
Barley	929

The following accumulations of grain were reported, which amounts were correctly treated according to rule XVI:

St. Paul and Fulton	Annex	458.20 bt	shel	
::			::	3 corn.
		60.		3 rye. 3 barley.

Also the following shortages occurred:

The work of this department is designed as a protection to all interests concerned in the handling of grain in Chicago, the shipper, receiver, purchaser, banker and warehouseman; its autograph stamp upon a warehouse receipt is a certificate that the amount, grade and kind of grain has actually been received from the cars or boats named therein and stored in the elevator of the company issuing the same. We can with official assurance certify to the receipt of the grain and its kind and grade, it being inspected by our official inspectors and received into the warehouse under their supervision, but it is a tractional control of the control of grain received, a matter of which we have no official knowledge, the weighing being done by the warehouseman and sometimes supervised and

tallied by a board of trade weighman. This objection could be removed and our stamp upon warehouse receipts made what it purports to be—a certificate to the truth of every thing stated in the receipt—by creating the position of a State weighmaster under the immediate direction of the warehouse registrar and under the control of your honorable board.

The office force, under the direction of Mr. Chas. N. Twadell, chief clerk, has been ably and efficiently managed, and i wish to commend him for his close application to his duties and familiarity with all details. He has inaugurated in this department a system entirely his own, whereby the public and board of trade receive correct and reliable statistics each day which are so much desired by the grain trade.

Thanking your honorable board for the advanced position in which my report was placed in your published report of last year, on account of the promptness in furnishing you the copy and also the many official and personal favors extended.

I have the honor to remain.

Very respectfully yours,

Dan't Hogan. Warehouse Registrar.

Ехнівіт А.--1.

"Trial Balance" Table for the Year—Balance on hand November 1, 1898.

Warehouses.	Wheat.	Corp.	Oats.	Rye.	Barley	Total.
Armour A. B and B Annex	330, 026	2,579,586	161,970	49.078	18.978	3, 199, 63
Armour F	1, 755	621, 649	33, 4.12			656, 526
Alton and B	97, 297	865, 719	154, 107	26,597		1, 144, 129
Central B and Annex	61,981			12, 192		1, 189, 05
Indiana	213, 949	865, 431	23, 964	21.313		1, 124, 75
Wabash	26, 339	929,772	35,811	847		992, 79
Santa Fé A	259	4,999				5, 25
Rock Island A		498, 217		12		498, 259
Rock Island B	3, 355	433, 699			48,006	485, 187
South Chicago C and Annex	133,961	1,301,906	203, 531	63, 655	91, 756	1,795, 11
ity	141,826	157, 599	28, 529		23, 745.	351,69
owa	540,641	227, 473		21, 406	2, 161	791,68
Jnion	3, \$22	309,486	105, 645		16,927	435, 889
St. Paul and Fulton Annex	97, 905		18, 929	1, 172	46,244	243, 75
Nebraska City	117,747					139, 11
Vational.	96	553, 920	10,053			504.09
St. Louis	921	829,780	135, 638			969, 33
Totals	1,834,922	11.2%,579	953, 255	196, 775	247, 907	11, 619, 57

Ехнівіт А.—2.

"Trial Balance" Table for the Year—Received since October 31, 1898.

Warehouses.	Wheat	Corn.	Oats.	Rye.	Barley	Total.
Armonr A. B and B Annex	8, 751, 474	2, 899, 475	539, 607	521 630	160 149	12, 776, 328
Armonr F	146, 520	1, 106, 639				
Alton and B	1.452.616	5, 023, 674		179 995	122 129	8, 263, 186
Central B and Annex	257, 599	3,808,676				4, 732, 257
Indiana	606 176	2,657,309	1, 276, 751			4,511,327
Vabash	133, 494			0,100		
Rock Island A	432, 115	2, 299, 430				
Rock Island B	402,110	575, 137				613, 481
onth Chicago C and Annex	2,991,706	5 602 617	591,353		406,523	
ity						
owa			5.601	316.322		
nion						
St. Paul and Fulton Annex	95,642					
Nebraska City	1,342,567			30,103		
Vational.	801, 403		97 976			1, 236, 020
st. Louis	75, 119					
31, 140ui5	.5,115	1, 100, 124	200,012			1,559,915
Totals	21 101 350	31 200 308	5 997 811	1 719 926	980 531	61 002 966

Ехнівіт А.—3.

"Trial Balance" Table for the Year-Total.

Warehouse.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour A, B and B Annex.	9 144 500	5 380 061	701, 577	570,708	179 120	15, 975, 96
Armour F	448, 285	1, 728, 348			110,120	3, 180, 73
Alton and B						9, 407, 30
Central B and Annex	322, 583	4, 882, 122				
Indiana		3, 522, 740				
Wabash	159,833	1, 425, 420				
Santa Fé	259	4,999				
Rock Island A	432, 115	2,797,677		12		3, 229, 80
Rock Island B	3.388	1,008,836			85 440	1,097,66
South Chicago C and Annex	3, 125, 667	6,907,523	795, 214	223, 463	498, 279	11, 550, 1
`itv	1,085,525	1,541,486				3, 180, 30
owa	1,938,554	3, 142, 784	5,691	367,728	19, 282	5, 473, 98
'nion	1.343.822	1, 484, 845	237, 929	37, 731	77, 447	3, 181, 77
t Paul and Fulton Annex	196,550	816, 147		54, 337	194, 274	
Nebraska City	1,460,314	1,741,743				3, 202, 05
Vational	501, 439		37, 361			1, 830, 11
St. Lonis	76,040	2,018,504	434, 710			2, 529, 25
Total	22, 939, 272	45, 586, 887	6. 951, 229	1.916.711	1, 228, 438	78, 622, 53

Ехнівіт **А.**—4.

"Trial Balance" Table for the Year—Shipped since October 31, 1898.

Warehouse.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour A,!B and B Anuex	5 868 773	1 956 113	688, 501	473, 483	179 120	12, 186, 320
Armour F	414 297	1, 388, 078	717, 750	191 894	110,120	2,712,019
Alton and B	772, 764	5,641,456	1, 453, 228			S, 139, 879
Central B and Annex		4,586,177	400, 129		200722	
Indiana		3, 189, 087	848, 927			
Wabash		1.085,521	49, 015	817		1, 152, 573
Santa Fé	259					
Rock Island A		2,690,767				2,600,76
Rock Island B	3,388	1,00%,536				1,097,66
South Chicago C and Annex	1,606,070	6, 378, 713	777, 929	127, 649	458, 916	9,344,27
ity		1,575,386		81,786	41 468	2, 396, 443
owa	819, 397	3, 136, 377	5,601	351.852	19, 252	4, 332, 509
Thion			237, 928	26,070	77, 447	1,765,808
St. Paul and Fulton Aunex	196,550	816, 147	99, 406	54, 337	194, 274	1, 360, 71-
Nebraska City		1,659,034				2, 243, 77
National	15,523	984, 171	37, 361			1,037,053
St. Louis		1,667,017	231, 222			1,898,239
Total	11,572,196	42,097,542	5,658,612	1,515,849	1, 189, 075	62, 033, 18

Ехнівіт А.—5.

Trial Balance for the Year-On Hand October 31, 1899.

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley	Total.
Armour A, B and B Annex	3, 255, 727		13, 076	97, 225		3, 789, 646
Armour F	33,988	340,270		63,940		468, 720
Alton and B	807, 149		144,649	67,692		1,267,427
Central B and Annex	281, 464	295, 945	233, 837	15,398		826, 644
Indiana		333,653		23,815		1,008,869
Wabash	133,639	342,899				674,510
Rock Island A	432, 115	196,910		12		629, 037
South Chicago C and Annex	1,519,597	528, 810		95, 814	39, 363	2,200,869
City	508, 338	266, 100				783, 867
Iowa	1, 119, 157					
Union	1, 338, 792			11,661		1,415,965
Nebraska City	875,571	82,709				958, 280
National	785,976					793, 064
St. Louis	76,040	351, 487	203.488			631.015
Total	11, 367, 166	3, 489, 345	1, 292, 617	400, 862	39,363	16, 589, 352

Ехнівіт В.-1.

Receipts into Store-Winter Wheat-by Rail.

Warehouses.	No. of cars.	White.	2 Hard.	3 Hard.	4 Hard.	2 Red.	3 Red	4 Red	N.G.	Total.
Armour A, B and										
B Annex	156		4,967	2,727		123, 786		885		132, 36
Armour F	13			1,158		9,880				11,03
Alton and B	469			230, 248	31, 439	178, 101	131			439, 91
Central B and An-										
nex	50					49, 489				49,48
Indiana	647	16,919		487, 452	6.599			40 049	499	551, 43
Rock island A	452			109, 032	323, 083			20,023	****	432, 11
South Chicago C				,	-20,000					102,11
and Annex	1.158		4, 256	796, 450	274.963	5.478				1,081,14
City	19					01110				15,63
lowa	58	441	1,527	21, 710	26 707					50, 38
Union	88				20,101					78, 17
St. Paul and Ful-				10, 110						13,11
ton Annex	1			690						62
St. Louis				69 864						69, 80
or Bouldininini				00,004						69, 90
Total	3, 180	17, 363	20,625	1, 803, 134	602 704	200 724	191	40, 933	100	2,912,13

Ехнівіт В--2.

Receipts Into Store-Winter Wheat-By Canal.

Warehouses.	Number of Boats.	2 Hard.	3 Hard.	2 Red.	3 Red.	Total.
Armour A, B and B Annex	3 9		18,121	14.678 5,010	478	14, 678 32, 705
Total	12	9,101	15, 121	19,688	473	47, 383

Ехнівіт В—3.

Shipments-Winter Wheat.

Warehouses.	White.	2 Hard.	3 Hard.	4 Hard.	2 Red.	3 Red.	4 Red.	Total.
Armour A, B and B Annex		4,967	2,727		56, 101		585	64,680
Alton and B			100 110	1 713	69 115	179		1,158 150,480
Central B and Annex				996		473	1.413	2,879
Indiana	18, 459	1,153	513, 413	7,076	1,691	6,609		595, 878
Wabash South Chicago C and Annex.					6, 495	4 000		6, 498
South Chicago C and Annex.		9.575	5.755			4.629	1,475	16,663 15,633
Iowa	444	840	9, 143					10, 427
St. Paul and Fulton Annex			620					620
Santa Fé A			259					259
Total	18 922	16 535	612 221	9 \$12	112 907	12 151	51.220	895, 175

Ехивіт В--4.

Receipts into Store—Spring Wheat—by Rail.

Warehouses.	No. of Cars.	Northern. Northern	Northern.	01	29	4	No Grade.	Mixed.	Mixed.	Total.
Armour A. B and B Annes. Alton and B. Alton and B. Alton and B. Alton and B. Alton and B. Alton and B. Alton and Annes. South Chiege C and Annes. South Chiege C and Annes. South Chiege C and Annes. South Chiege C and Annes. South Chiege C and Annes. Total. A chiefe C and C annes. Total. A chiefe C annes. Total.	7, 812 1, 018 2, 252 5, 55 1, 151 1, 060 1,	6, 385, 558 108 174, 595 108, 685 182, 746 192, 174 171, 171, 171, 171, 171, 171, 171, 171,		1,465 4,016 1,206 1,206 1,318 1,178 1,178 1,185	61, 205 80, 714 80, 714 80, 714 80, 714 815 815 815 80, 843 80, 843 80, 843 81, 729, 449	5, 087 7, 1927 150, 350 144, 515 2, 478 314, 065	1,644	27. 27. 27. 27. 27.	1,647	6,461,813 4485,492 973,561 208,110 208,110 1,110,562 587,708 887,778 887,778 98,778 98,778 1,278

Ехнівіт В-5.

Receipts Into Store-Spring Wheat-By Canal.

Warehouses.	No. of Boats.	Northern.	North- ern.	Spring.	3	4	Total.
Armour A, B and B Annex. Alton and B City Iowa Union. Nebraska City National	52 41 117	13,863 203,548 402,879 1,261,117 836,160	113, 212 72, 907 7, 962	5,000	21,062 23,598 1,530 215,936	1,566 2,427	2, 156, 118 36, 431 340, 358 484, 743 1, 261, 117 1, 060, 078 801, 403
Total	699	5, 675, 028	194, 101	5,000	262, 126	3,993	6, 140, 248

Ехнівіт В.—6.

Shipments—Spring Wheat.

Warchouses.	Northern	I Northern 2 Northern	ei	ori .	4	Srade.	3 White.	No Grade, 3 White. 2 Mixed. 3 Mixed, Total.	3 Mixed.	Total.
Armour A, B and B Armex Armour B Armour	5, 733, 497 260, 238 372, 347 14, 634 19, 696 13, 606 12, 621 12, 621 12, 621 12, 621 12, 621 13, 630 5, 890 28, 606 28, 1,465 4,016 14,016 1,083 1,083 122,712 253,784 300,053 1,746 1,746 1,941 1,941	1, 465 1, 106 1, 106 1, 100 1,	1,300 1,700 1,700 1,700 1,700 1,700 1,700 1,210	3, 550 1, 566 39, 25, 800 2, 750 60, 900 11, 335 245, 159	3, 5500 1, 550	0.5 (5.7 (1.0 to 7.78 (1.0 to 7	1, 160 1, 100 1, 100	700 886 868 668 669 7107 7107 220	403, 126, 126, 136, 136, 136, 136, 136, 136, 136, 13	

Evinary B. 7

	Receip	opui st	Receipts into Store Cornby Real	iqu.io,	Rent.					
Warehonses.	- 5 - 5 - 5 - 5	2 Yellow.	2 Yellow, 3 Yellow, 2 White. 3 White	2 White.	3 White	£1	==	-	Sings	Total.
Armour A, B and It Attrees, Armour B	21-4-48 2 2-48-1 22-4-48 2 2-48-1 23-4-48 2 2-28-1 23-4-48 2 2-28-1 23-8-1	8862758882882888 88627588828888	25 4 25 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	13,700 13,700 14,700 15,600 15	5원을 하지말 지는 AA	20 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	25.25.25.25.25.25.25.25.25.25.25.25.25.2	12, 22, 21, 21, 21, 21, 21, 21, 21, 21,	1, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2, 2,	2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5
St. Louis.	35, 77x	4, 208, 524	5,014,809	12	ì	2, 140, 963 10, 363, 103 6, 457, 221 1, 736, 750	6,457,231	1,736,750	23,250	31, 031, 843

Ехнівіт В.—8.

Receipts into Store—Corn by Canal,

Warehouses.	No. of Boats.	Yellow	Yellow	White.	2	3	4	Total.
Armour A, B and B An-								
nex	69				528, 118			572, 29.
Alton and B	237	148,686			649,501	279, 127	61,498	1,214,58
Indiana	3		5,754			5,945	1,574	13, 27
City	26	12, 163				88,823		171.35
owa	20		16,469		54, 123	154, 162		238, 50
Union St. Paul and Fulton An-	29	6,214	3,644		156,847	113, 383		280.08
nex	5				49,000			40,00
Nebraska City	1				23, 189	7 997		31, 186
National	12	1,385	13 432		38, 174			55, 99
St. Louis	104	7, 196			102, 364	406, 785		550, 89
Totals	509	216, 763	105, 352	68, 263	1,640,316	1.058.840	78,931	3, 168, 465

Ехипыт В—9.

Shipments-Corn.

Warehouses.	2 Yellow.	3 Yellow.	2 Yellow, 3 Yellow, 2 White.	3 White.	23	m	-	No Grade.	Total.
rniour A, B and B Annex	1,553,015		14,211	4,208	2, 640, 039		42,238		4,956,443
Armonr F	25. 7.25 25. 7.25 25. 7.25	12,361	į		870,227	007 155	942 115		1, 358, 078 5, 5, 1, 1, 5, 6
entral B and Appex	711,731	-	331, 280	740, 714	410, 153	-	101, 831		1,586,177
odiana	870,32H				202,284		61, 135	1, 171	3, 189, 087
Wabash	443,041				197,122		19, 478		1,085,521
and a Forest	380, 872	733				711.	52,815	1,552	2,600,767
ock laland B	28,319	121				457	111,963		1,008,836
outh Chicago C and Annex	1, 117, 543	880,989	304, 467	519, 469		1, 23N, 2NS	581,361		6, 378, 713
54	407,852	235				312	105,092	:	1,575,386
owa.	409,945	333				68	526,023		3, 136, 317
Julon	315,411	217,				153	2X, X3		1, 119, 333
St. Paul and Fulton Annex	56, 220	77				353	119,502		816, 147
Nebraska City	33,525	200				8	405,599		1,659,031
National	160,932	157.				3	944		981, 171
St. Lonis	165,248	E.							1, 667, 917
Total	7,991,838	5,576,338	2,302,374	2, 375, 961	13, 222, 407	8, 269, 304	2, 304, 969	55, 221	42,097,542

Ехнівіт В-10.

Receipts Into Store—Oats—By Rail.

Warehouses.	No. of Cars.	White.	White.	White.	2	3	4	Total.
Armour A. B and B Annex	435	941	153, 107	36, 319	338, 286		3, 266	531, 919
Armour F	591				714, 850			714,850
Alton and B	958		205, 471		872, 904	92,831	16, 437	1, 187, 61
Central B and Annex	438	207.207	3,480		383,444		1,406	595, 53
ndiana	950	249,503	307, 015		672, 780	47, 453		1, 276, 75
Wabash					202, 146			202, 14
o. Chicago C and Annex	467	17, 398	378, 510	1,304	185, 942	4,283	3.946	591, 38
Oity	72		12, 431	3,254	75, 056		1.345	92,08
owa	4							5,60
Union	116		13.864	5, 757	107.967	1,169	3, 526	132, 28
St. Paul and Fulton Annex	70		62, 140				0,020	80,47
National	1	1,700						1, 70
St. Louis	221	6,394	197,636		86, 190			290, 22
Total	4, 467	484, 158	1, 333, 654	62,846	3,646,276	145, 736	29,926	5, 702, 59

Ехнівіт В-11.

Receipts Into Store—Oats—By Canal.

Warehouses.	No. of Boats.	3 White.	2	3	Total.
Armour A, B and B Annex Alton and B National St. Louis Total.	4	55, 011 19, 835 5, 852 80, 698	5,743	2,836	7, 688 256, 127 25, 578 5, 852 295, 245

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Ехнівіт В.—12.

Shipments—Oats.

Warehouses.	White.	White.	White.	N. G. White.	2	3	4	N. G.	Total.
Armour A, B and B									
Annex		252, 915	71, 431		359, 945		3,266		688, 50
Armour F					717,750				717, 750
Alton and B		324, 148				88,573	9,536		1, 453, 22
Central B and Annex	57,339		3,846						400, 123
ndiana	76,561	127, 217				18,000			845,92
Wabash					40,015				40,013
South Chicago C and									
Annex		515,965					10, 418		777, 925
City		31,669	7,691	'	78,623	1,887	1,345		120, 61
owa					5,601				5,601
Union		56, 500	37, 185	5,541	129,039	3,070	3,526	2, 767	237, 929
St. Paul and Fulton									
Annex	1,015	74,849	19,296		2,436	1.179	631		99, 40
National	1,700	19,835			15,826				37,36
St. Louis	6,394				224, 825				231, 22
Total	191,348	1, 428, 461	176,315	5,541	3, 701, 225	124,203	28, 752	2,767	5,658,61

Ехнівіт В.—13.

Receipts into Store—Rye—By Rail.

Warehouses.	No. of Cars.	2	3	4	No Grade.	Total.
Armour A, B and B Annex	544	122,966				422, 966
Armour F	319 174	255, 834 152, 759	491			255, 834 153, 250
Central B and Annex	76- 6	70, 445 2, 754	1,037			70, 445 3, 791
South Chicago C and Annex City	176 115	159, 805 76, 691	10,884			159, 806 91, 213
Iowa Union	396	239, 111 1, 044	53, 209			300, 447
St. Paul and Fulton Annex	78	44,254	8,911			53, 165
Total	1,886	1,425,663	74,532	11,767		1,511,962

Ехнівіт В.—14.

Receipts into Store-Rye by Canal.

Warehouses,	No. of Boats.	2	3	4	Total.
Armour A, B and B Annex. Alton and B. lowa, Union.	6 10	98, 664 26, 748 45, 686 36, 687	189		26,748 45,575 36,687
Totals	31	207,785	189		207 974

Ехнівіт В.—15.

Shipments-Rye.

Warehouses.	2	3	3	No Grade.	Tot d.
Armour A, B and B Annex	473, 483				473,450
Armonr F	191 894				191, 894
Alton and B	139,303				139, 303
Central B and Annex	67, 239				67, 239
Indiana	1,389				1,350
Wabash					817
South Chicago C and Annex	127, 649				127, 645
City	67, 262	10,884	3,640		51,780
Iowa		45, 363			351,852
Union					26,070
St. Paul and Fulton Annex	45,426	8,911			54, 337
Totals	1,437,014	68, 158	10,677		1, 515, 519

Ехнівіт В.—16.

Receipts into Store - Barley by Rait.

Warehouses.	No. of Cars.	2	3	1	5	No Grade.	Totai.
Armour A. B and B An-							
nex	187	5, 735	154, 407				160, 14
Alton and B	121		109,082	24,046			133, 12
Rock Island BSouth Chicago C and An-	46		25,598	11,746			37, 3
nex.	500		29,640	235, 095	141, 788		406,52
City	22		4,094	10,335	2,644	650	17, 72
owa			555		-,		55
Union St. Paul and Fulton An-			5,581	52,023	2,913		60, 52
nex	188		17,176	72,098	54,028	4,728	148,03
Totals	1, 132	5, 735	346, 136	405,343	201, 373	5,378	963, 96

Ехнівіт В.—17.

Receipts Into Store—Barley—By Canal.

Warehouse.	No. of Boats.	2	3	4	5	Total.
Iowa						

Ехнівіт В.—18.

Shipments—Barley.

Warehouses.	2	3	4	5	No Grade.	Total.
Armour A. B. and B. Annex. Alton and B Rock Island B. South Chicago C. and Annex.		161, 150 109, 082 55, 716 5, 925 15, 402	24,046			179, 120 133, 128 85, 440 458, 916 41, 468
Iowa Union St. Paul and Fulton Annex	2, 161	17, 121 9, 978 29, 175	61, 664 82, 482	5,805		19, 282 77, 447 194, 274
Total	20, 131	403,549	528,780	218, 346	18,269	1, 189, 075

Exhibit C.-1.

Receipts—By Rail.

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour A. B. and B. Annex	6, 583, 678	2, 228, 184	531, 919	422, 966	160, 142	9, 926, 889
Armour F	446,530	1, 106, 699	714, 850			2, 523, 913
Alton and B	1, 413, 480		1, 187, 643			6, 696, 594
Central B. and Annex	257, 599	3, 808, 676	595, 537	70.445		4, 732, 257
Indiana		2,644,036	1, 276, 751	3,791		4, 531, 054
Wabash	133, 494	495, 645				834, 288
Rock Island A	432, 115	2, 259, 430				2, 731, 545
Rock Island B		575, 137			37,344	612, 451
South Chicago C. and Annex	2,991,706	5,602,617	591, 383	159, 805	406, 523	9, 752, 034
City	663,341	1,512,536	92,056	91, 215	17, 723	2, 316, 901
Iowa	913, 167	2,676,505	5,601	300, 447		3, 896, 275
Union.	75,583	895, 271	132, 283	1.044	60,520	1, 168, 001
St Panl and Fulton Annex	95,642		80.477	53, 165	145, 030	1,076,957
Nebraska City	252, 489	1,689,194				1,971,683
National		351,348	1,700			353, 048
St. Louis	75, 119	637, 826	296, 220			1,003,165
Total	14, 916, 719	31, 031, 543	5, 702, 596	1,511,962	963, 965	54, 127, 085

Ехнівіт С-2.

Receipts—by Vessel.

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour A, B and B Annex	2, 170, 796	572, 291		98, 664		2, 849, 43
Alton and B				26,748		1,566,59
ndiana		13, 273				13, 27
City	340,355					511,70
owa	484,743	238, 806		45,875	16,566	785, 99
Inion	1,261,117	280,088		36,687		1,577,89
St. Paul and Fulton Annex	* 000 050	20,000				40,00
Nebraska City National	1,000,078	55, 991	07.75			1,091,26
St, Louis	501, 403	550,898	20,018			882, 97
5t, Louis		550, 656	3,832			556, 75
Total	6, 187, 631	3, 168, 465	295, 245	207.974	16,566	9, 875, 88

Ехнівіт С-3.

Shipments-by Rail.

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour A, B and B Annex	969,077			103, 634	33,274	2,200,88
Armour F	15, 614	74, 319	696,000			910, 66
Alton and B	184, 281	1,068,956	764,675	87, 100		2, 105, 01
Central B and Annex	7, 119			50, 452		610.04
Indiana	13, 149		738,866			1,490,84
Wabash	26, 194	319,661	40,015	847		386, 71
Rock Island A		1,016,871				1,016.87
Rock Island B		293,363			69, 995	363, 35
South Chicago C and Annex	1,397,409	3,058,892	653, 891	127, 649		5,614,75
City	31,018	313, 747	49,572	13,583	650	408, 57
owa	32, 346	1,567,229	5,601	140,059	2,716	1,747,95
Union	1,208	9,432	235, 161	4, 209	-,,,,	250.01
St. Paul and Fulton Annex	18,942		99,406	45, 426		612.63
Nebraska City	126, 765	95, 120				221.88
National		206,550	37.361			243, 91
St. Louis		67,540	33,534			101 0
Total	2,823,122	10,049,734	4, 180, 848	699, 080	532, 405	18, 285, 18

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EXHIBIT C-4.

Shipments—By Vessel.

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour A, B and B Annex		4,530,044	20,000			9, 985, 43
Armour F		1, 313, 759				1,801,35
Alton and B	588, 483	4,572,500.	685,553	52, 203	133, 125	6.034.56
'entral B and Annex	34,000	4, 191, 967	241,864	16, 787		4, 484, 61
ndiana	697, 663	2, 451, 643	110,061			3, 169, 36
Wabash		765, 530				765, 86
Santa Fé	259	1.989				5, 25
Rock Island A						1,583,59
Rock I-land B	3,355	715 473			15,445	734.30
South Chicago C and Annex	208,661	2 219 521	121 635		82,000	3, 734, 52
City						1, 987, 87
OWA	3 522	1,409,961	2.55	91 861	77, 147	1, 515, 79
Tnion.	787, 051	1,569,148		211, 793		2, 5%4, 55
St. Paul and Fniton Annex				8.911		745.05
Nebraska City		1,563,914				2, 021, 89
	15, 523					793, 14
National		1,509,477				1, 797, 16
St. Louis		1,559,411	134,655			1, 434, 10
Total	0.710 (6.1	32,047,805	1 (22.20)	\$16,769	656, 670	43, 747, 99

Ехнівіт D.

Showing the Number of Vessels and Cars and the Total Number of Bushels of Each Kind and Grade of Grain Received into the Public Warehouses of Chicago during the Year ending Oct. 31, 1899.

Kind and Grade.	No. of boats.	Bushels in boats.	No. of cars.	Busbels in cars	
o. 3 white winter wheat			23	17, 363	17.36
	2	9,101	25	20,625	29, 71
0. 8	4	18, 121	1,945	1,803,134	1,521,25
o 9 mod 14		19.688	733	662, 784 366, 734	662, 78
0 9 11 44	1	19,658	102	131	396, 42
0.4 ***		*10	50	40, 933	40.98
o grade, red "			1	422	42
o. 1 Northern spring wheat	630	5,675,625	9, 169	8, 196, 466	13, 871, 49
		194, 101	745	720,846	914.99
o. 2 spring wheat	1	5,000	10	7,006	12,00
0.0		262, 126	3,499	2, 729, 449	2,991,5
	2	3,993	464	344, 065	348,0
o grade ''			3	1,644	1,6
o. 2 mixed wheat			2	1,276	1, 2
o 9 vollow com	42	216, 763	4.882	3,841 4,208,524	3, 8 4, 425, 2
o. 2 yellow corn.	20	105, 352	5,956	5,014,809	5, 120, 10
o, 2 white corn	13	68, 263	1.278	1, 057, 193	1, 155, 4
0.3	10	00,200	2,484	2, 140, 963	2, 140, 9
o, 2 corn	250 167	1,640,316	11,613	10, 363, 103	12,003,4
0.3	167		7,377	6, 457, 221	7,516,0
0. 4	17	78,931	2, 157	1, 736, 750	1,815,6
o grade corn			31	23, 250	23, 2
o. 2 white oats			31	484, 158	454, 1
0.3	14	80,698	1,074	1,333,654	1,414,3
0. 4 0. 2 outs	29	211.711	2.854	62,846	62.8
	29	2,836	2,854	3, 646, 276 145, 736	3,857,9
0.4	- 4	2,000	26	29, 926	148, 5 29, 9
0, 2 rye	30	207, 785	1,755	1, 425, 663	1,633,4
3 3 4	1	189	113	74, 532	74. 7
. 4 ''		200	18	11, 767	11.7
o. 2 harley			7	5,735	5, 7
), 3 **	2	16,566	365	346, 136	362, 70
			497	405,343	405, 3
5.5			255	201, 373	201,3
grade			8	5,378	5, 3

Ехнівіт Е.

Showing the Number of Cars of Each Kind of Grain Received into the several Public Warehouses.

Warehon-e	Winter Wheat.		Corn.	Oats.	Rye.	Barley.	Total.
Armour A. Band B.Annes	156	7,312	2,535	435	544	187	11, 172
Armour F.	13	543	1.365	591			2,531
Alton and B	269	1.018	4,257	958	174	121	7,027
Sentral B and Ann x .	50	262	4, 397.	438	76		5, 222
Inchana	647	55	3,061	950	6		4,719
Wabash		151	515	144			810
Rock Island A	452		2.565				3,020
Rock Island B			672			46	718
South Chicago C and Au-							
nex	1, 155	2,426	6,392	467	176	500	11, 115
City	19	739	1,756	72	115	22	2,723
lowa	5%	1.060	3, 143	4	396	1	4,662
Union	35	1	1.074	116	2	67	1, 348
Sr. Paul and Fulton Au-							
nex	1	142	942.	70	78	188	1, 421
Nebraska City.		156	1,802				1,988
National			460	1			461
St. Louis	63	5	806	221			1, 10
Totals	3, 150	13,90)	35, 778	4, 467	1,586	1,132	60,343

Exhibit F.

Showing the Number of Canal Boats and Vessels of Each Kind of Grain Received into the several Public Warehouses

Warehouse.	Winter Wheat.	Spring Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armonr A, B and B Annex		254	69	1	7		33
Alton and B.	9		-99*	39	6		29
Indiana			3				
'ity		52	26				7
0.83		41	20		10	2	7
('nion		117	-11		5		15
St. Paul and Fulton Annex			5				
Nebraska City		107	- 1				11
National		120	12	4			13
St. Lonis			101	1			10
Totals	12	690	509	45	31	2	1, 29

Ехнівіт С.

Showing the Number of Cars and the Total Amount Received Each Week During the Year Ending October 31, 1899.

	Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
	1898.						
Novembe	r 5	456	437	35	82	10	1,023
	12	385	665	16	81	16	1.16
	19	311	260	7	513	51	76
	26	416	295	7	61	54	83.
Decembe	r 3	334	247	25	95	97	50
	10	426	298	61	66	63	91
	17	446 467	372	208	108	69	1,200
	24	329	S23 714	280 154	175 114	105 57	1,86
	01	923	114	104	114	31	1.60
	1899.						
January	7	262	1,136	11	49	153	1,01
	14	259	1,454	27	77	77	1.88
	21	231	857	25	42	66	1, 251
	25	297 194	550 1, 123	41 53	40 36	22 24 57	950
February	11	196	1, 145	165	13	54	1,430
	18	178	568	47	15	28	1,136
	25	261	783	43	27	- 2	1, 12
March	1	225	551	35	9.	7	529
	11	267	689	10	5	32	1,003
	18	186	474	1		41	702
	25	139	543		3	1	656
April	1	221	414		2		640
	8	165	327	7			506
	15	209,	305 323	1			513
	29	220	135	31			627
May	6	196	211	53	13		50t
ALICY	13	201	165	24			428
	20	225	143	40	22		436
	27	59	194	318	65		666
June	3	93	776	194	82		1, 145
	10	269	829	31	9		1, 13
	17	520	1, 226	22	3		1,771
	24	514	1,759	S	1	1	2,283
July	1	439 246	1.811	6	6	1,	2, 265
	.8	329	1, 214	7 6	6 13		1,478
	15 22	266	743	15	20	33	1, 080
	29	216	788	416	19	- 33	1, 139
August	5	225	334	672			1, 237
Lugust	12	157	208	217			600
	19	176	133	141	2		453
	26	113	419	221	37		790
eptembe	r 2	190	542	136	16	7	891
	9	342	557	164	24	9	1, 126
	16	629	440	101	45	11	1,229
	23	759	1,529	37			2,375
October	30	1,113.	2,994	128 85			4.171 1.536
etoner	14	497	481	50	13		1,536
	21	431 478	331	63.	34	29	1,041
	28	554	226	23	S	2	813
	31	231-	61	11	3	4	316
		17, 050	35, 778	4, 467	1,886	1,132	60,343

Ехнівіт Н.

Showing the Number of Canal Boats and Vessels Received Each Week During the Year Ending October 31, 1899.

	Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total
	1898.						
Sovember	5	1	3		1		
101CIMOCI	12	6					
	19	7	16				
	26	12	- 8				
weember	3	22	1				
	10	20	ī				
	17	17	11				
	24	26	6	1	3		
	31	16	11				
	1899.						
anuary	7		11	3	1		
andary	11		15				
	21	19	14				
	25	7	91				
ebruary	4	- 1	3				
C I I GILL 3	11		4				
	18		12				
	25		13	1	3		
[arch	4	4	11	1		*******	
	11	4	11				
	18	4					
	25	1					
pril	1						
	5						
	15		4	1			
	22						
	99	1	7	2			
lay	6	13	1	. 2			
	13	15	7				
	20	15	7	2	2		
	27		18		2		
une	3		5	5			
	10	2	13				
	17		23				
	24	1.	12	3			
uly	1		4	1			
	8		9		1		
	15		3				
	22	1	10		1		
	29	2	10		1		
ugust	5	9	1				
	12		1 5			2	
	19	1					
entembe		1					
eptembe		19					
	9	43					
	23	43 52	39				
	30	75	27				1
ctober	7	15:	21				,
ctoner	14	67	15				
	21	73	11				
	25	65	11				
	31	33	1				
	v						
		711	509	45	31		t.:

Ехнівіт І.

Showing the Weekly Receipts by Cars for the Year Ending October 31, 1899.

D	late.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
	898,						
	5	377, 563	363,881	42, 181	63, 269	7,345	854, 242
	12	315, 741	530,580	18, 180	65, 402	11, 435	941, 741
	19	311,283	208,513		71, 111	51,350	650, 273
n . 9	26	342, 167	239,811		49, 345	43, 315	681,771
December	3	259,319	211, 715	27, 181	79,359	85,836	663,412
	0	364,498	253, 356	77,653	49,569		805,600
	17	384,670	283, 371	250, 292	79, 933		1,052,489
	1	395, 523 266, 918	669, 520 591, 335	329, 914 151, 886	135, 363 87, 469		1,613,101
	899.	200,018	331, 333	151,550	54,403	44,710	1,175,382
	7	201.097	922, 226	53, 153	34,581	132, 819	1, 346, 579
	4	216,962	1, 189, 581	33,644	61,216		1, 570, 933
9	1	192.811	753, 670	28,973	32, 373		1,063,541
9	8	247, 445	175,555	49,216	29,704	17, 929	819,849
	4	153, 439	924, 484	62,597	27,509	18,379	1, 186, 108
1	1	163,311	1, 187, 200	127, 289	9,096		1,537,127
	S	149,666	745,081	55, 557	11, 156	24, 044	985, 447
	5	218, 647	661,056	52, 944	23,508	5,582	961, 737
	4	191,641	463,984	44,512	6,513	1,708	708, 158
	1	219,937	571,376	12, 106	3,620	21,770	828, 800
	S	150,477	424,520	1, 125		29,644	605, 766
1	5	115, 435	469,086		2,122		587, 330
	1	186, 408	350,589		1.233		568, 230
	5	141,049	313,607	7,819	3, 162		465,637
		254, 120 259, 557	293,678	1,214	4,996		554,038
	9	203,524	303,483 109,725	41,708			563, 555
May	6	171, 339	213, 278	63, 391	6, 328 9, 639		361, 285
	3	170, 421	143, 781	31, 052			457,647 375,841
9	0	202, 152	133, 664	46,916			400, 201
2	7	80, 633	150,931	394, 674			680, 359
	3	78, 923	648, 846	237, 573	68, 685		1,034,327
1	0	240, 202	702, 772	36,601	5, 734		985, 309
1	7	459, 502	1,028,470	25, 897			1,515,961
	4	483, 536	1,522,901	10,954	118	650	2,018,259
	1	392,760	1,568,420	6,824	3,644	60	1,971,708
	8	230, 751	1,058,596	9,386	3,050		1,301,813
1	5	294, 336	713, 233	7,140	9,884		1,024,593
2	2	237, 340	649, 659	21,494	16,579	37, 761	962, 233
A 2	9	185,535	703,595	536, 443	14,834		1,440,407
August	5 2	207,996	295, 310	886, 323			1,393,592
	9	142,835 172,293	182, 708	302, 343	15,954		643,840
	6	100, 426	114.373 375,925	190,533 302,033	1,0%		478, 285
Sentember	2	174, 059	505, 318	183,579	36, 295 13, 747	5,690	514, 682
ocpremoer.	9	308, 968	521, 794	211, 256	19,815	7, 326	882,393 1,069,159
1	6	563, 107	394, 825	137, 172	39, 025	13, 813	1,147,945
2	3	672, 110	1, 438, 431	55,435	46, 038	15,515	9 919 071
	0	1,025,866	2,741,250	175, 907	20,712		2, 212, 074 3, 963, 735
October	7	544,291	680, 489	113, 718	81,466		1, 422, 964
1	4	437, 778	438, 300	67, 534	11, 397		955,009
2	1	347,673	304, 160	83, 632	32, 183	27,710	795, 358
2	S	499, 432	206,917	33, 266	32, 183 7, 345	1,967	748, 927
3	1	206, 138	52,699	13,897	1,983	2,998	277, 715
Total		14, 916, 719	31,031,843	5,702,596	1,511,962	963, 965	54, 127, 095

Ехнівіт Ј.

Sincing Weekly Receipts from Canal Boats and Vessels for the Year Ending October 31, 1899.

2	. Barley. Total.
November 5	
12	19.4
15	. 180
December 3	147. 9
10	210,6
10	1,776 301,9
February 1	235,9
February 1	311.1
February 1	5, 297 352, 0
	304.4
1	
21	1,326 96,5
Tebruary 1	0.269 154,2
Cebruary 22,850 22,656 13 14 15 15 15 15 15 15 15	205,7
1	3.661 150, 6
Description Description	
March 4	
March 1	1961 7
11	i, 013
No.	5, 198
April 1	31.5
April 1	
1	
15	
May 6	27.5
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	102.0
1.1 St. 150 40. 450 1.4 1.5	
1.1 St. 150 40. 450 1.4 1.5	91, 4
20. \$4.077 50.251 14.482 3 June 8 2	166,2
Fune 8 150, 25 51, 591 51 Fune 8 9, 101 128 58 51, 181 51 Fune 8 9, 101 128 58 51, 181 51 Fune 9 9, 101 128 51 181 191 Fune 1 141 101 141 191 Fune 1 141 101 141 191 Fune 1 15 161	1 926 153.7
June 3	1,935 256,8
10	1.931
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	
half 1, 7, 7, 1, 500 1, 500	
\$ 10,157 5 15 N,000 10,257 18, S21 15 N,000 10,257 18, S21 29 16,000 58, S25 12,748 19 10,000 38, 163 19 10,000 38, 163 19 10,000 38, 163 10 10,000 10 10,000	74.5
15	2.742 25.0
22 S.000 52,157 18, S31 42 19, 10, 100 52, 157 18, S31 42 19, 10, 100 58, 55 42, 174 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5,989 52.1
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	10.5
August 5 3.4.96 5.76 7.68 12 12 12 10 10 10 10 10 10 10 10 10 10 10 10 10	2,405 81.4
12	1,612 121,6
19. 15. 10. 10. 15. 16. 15. 16. 15. 16. 15. 16. 15. 16. 15. 16.	68.0
25. \$.000 46,900 9. \$.000 46,900 9. \$.0	
9 129,850 5,412 15,138 16 16 26 26 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	
9 129,850 5,412 15,138 16 16 26 26 27 27 28 28 28 28 28 28 28 28 28 28 28 28 28	
16 25,129 124,343 5,852 12 23 467,632 20,040 5,852 20 20 20 20 20 20 20 20 20 20 20 20 20	
30. \$53, 438 172, 553 Detoher 7 403, 888 107, 224 14 545, 329 81, 286 21 710, 300 5, 945 28 611, 198 21, 172	111 425.8
30. \$53, 438 172, 553 Detoher 7 403, 888 107, 224 14 545, 329 81, 286 21 710, 300 5, 945 28 611, 198 21, 172	621.5
Detoher 7 403,888 107,244 14 545,320 81,296 21 710,360 58,945 2 611,188 21,712	705.5
14 545,220 81,286 21 710,360 5,945 25 611,198 21,712	
21 710, 360 58, 945 28 611, 198 21, 712	
28 611,198 21,712	769.5
	632.5
	279.3
01	7. 974 16, 566 9, 575, 5

Ехнівіт К.

Showing Weekly Shipments by Cars for the Year Ending October 31, 1899.

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total
1898.	Ī				1	
November 5	19, 431	110, 839	102, 515	81,069		343,854
12	44,093	60, 575	65, 286	24,071		194, 325
19	15,642	99, 165	78,673		5,038	198,518
. 26	42,984	73,696	24,000		555	141.235
December 3	10,200	132, 435		14, 307		156,945
10 17	63,284 150,734	84,636 84,570	3,555 27,115	30, 724 56, 211	13,884 12,138	202,082
24	201, 889	33, 127	27, 110 16, 101	36,211	9,542	200,650
31	127,058	107, 395	10, 100	433	27, 252	172,238
1899.						
January 7	110,233	10,831	5,019	39,649		174, 234
14	274, 753	332,636	754	56, 205	4,971	168,715
21	143, 291 123, 085	195, 724 143, 790	9,888 139,082	33,410 75,510		393, 027 495, 952
February 4	70.623	283, 448	135, 096	15,510		495, 952
11	15,585	136, 642				174, 232
18	37, 222	164,556	23,000		2,500	204, 278
25	96, 708	235, 832	125, 988			458, 525
March 4	2,601	205, 254	6,010	42,821	1.000	257,686
11	86,766	148, 165	5,600			240,531
18	94,317	207.110	36,800		2,248	359, 118
25	100,450	343, 215 264, 557	7,600	36,013		487, 278
April 1	23,688	368, 989	38, 116 941	4,142	10, 204 16, 815	340,70€
15	55, 966	274, 629	55, 316		5,000	387,328 427,861
22	54,415	575, 611	149,580	43 575	8,700	861,881
29	40,956	232,712	260, 909	16 271	5,774	556, 622
May 6	11.130	26,953	36, 644	18,728	0,114	93, 485
13	33,986	180,016	223, 173	10, 321	39, 460	486, 956
20	91,866	320, 254	184, 701	12,893		669, 694
27	21,781	132, 986	14,842			169,609
June 3	12,779	19,821	68, 302		5,820	106, 722
10	5,847 4,600	37,695 141,597	74,041 153,624		5,820 1,260 3,128	120,068
24	1,000	218, 901			9, 128	302, 349
uly 1	1, 100	133, 411	141,401		42.567	177.078
8	9,960	309,605	136, 629		83, 083	539, 280
15.,	10,998	506, 424	119,430	1,389	47, 102	655, 343
22		701,676	58,998		6.354	767, 025
29	7,619 2,600	360,992	88, 830		87, 371	544,875
August 5	2,000	413,756	193, 317	30, 483 515	52, 401	691.957
12	2,000 40,133	375,595 160,791	229, 091	515		607.207
26	159, 149	50, 120	122 275			515, 125 331, 941
eptember 2	105, 240	82,510	91 721			282, 481
9	103, 042	111,666				254, 022
16	41, 294	43,077	108, 525	1,643		194, 539
23	5,000	198, 651	57.765	1.333		262,749
30	25, 145	228, 985	46, 219	500		300,849
October 7	24,683	118, 124	28,672			171,479
14	10,801	48,499	103,630			162,931
21	4,000 5,233	97, 050 99, 100	97, 265 96, 508	0.067		198, 285 213, 828
31	6, 539	27, 534		9,387		50,634

Exhibit L.

Showing the Number of Cars Shipped Out of the Public Warehouses of Chicago Each Week During the Year Ending October 31, 1899.

Seventher 3								
Coronber 5		Date	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
overhiber 5			, ,				1	
1	ovembe			112		56		3
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11		10	56	82	3	33		2
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1	nomy	11				55 50	p	1 6
bruary 1						199	19	3
11			133	112			11	4
15	bruary				102		6	4
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1							2,	2
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1					35	20	2	2
1				307	. 7	35		4
15	1111	_ t				4	15	3
22 163 583 118 43 7 32 143 220 112 134 5 33 13 172 183 5 24 13 172 183 10 25 16 172 183 10 4 17 172 183 10 4 17 17 17 4 17 17 17 4 17 17 17 4 17 17 17 4 17 17 5 17 17 17 6 17 17 17 7 18 18 18 7 19 18 18 7 19 18 7 19 18 7 19 18 7 19 18 7 19 18 7 19 18 7 19 18 7 19 18 7 19 7		15		265				4
1		99	103		115	43	7	,
13			43	259	197	13		5
20	12		11	27		16		
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ne a 14 26 54 2 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1								ï
17	ne	3	14	26	54			
1					57	2	1	1
1					110		3	2
S	la.				140			3
13	13				113		91:	5
22		15		143	93	2	54	- 6
12 1		22						7
12					59		102	5
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$\begin{array}{c ccccccccccccccccccccccccccccccccccc$					226			4
9 108 116 25 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		26	186	50	52			3
16 42 45 67 2 2 2 2 3 3 2 2 3 3 2 3 3 3 3 3 3 3 3	ptembe							3
22					25			2
taber 7 25 120 22 1 1 1 1 1 51 67 1 2 1 1 1 51 67 1 2 1 1 1 5 1 67 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						2		2
taber 7 25 120 22 1 1 1 1 1 51 67 1 2 1 1 1 51 67 1 2 1 1 1 5 1 67 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			27		33	1		2
11 11 51 56 51 10 11 51 55 55 51 10 11 11 11 11 11 11 11 11 11 11 11 11	tober	7	. 25	120				1
25 S 97 61 10			. 11					1
31 7 33 5						10		1
						10		1
			3, 183	9,861	3, 102	685	573	17.4

Ехнівіт М.

Showing Weekly Shipments by Vessels for the Year Ending October 31, 1899.

	Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
	1898.						
Novembe	r 5	252,978	1,140,536		53,936		1, 447, 45
	12	177, 788	1, 151, 948	24,570	59, 218		1,413,52
	19	536, 218 157, 754	1,515,627		48,312	34,923	2, 135, 08
	26	157, 754	1,622,949	106,335	65,000		1,:052,03
Decembe	r 3	321, 226	2,091,481			7,450	2,459,64
	10	292, 176 187, 577					1,365,81
	17	187, 577					187,87
	24	107, 843			6,502		122, 34
	31	53,883	93,001				146, 88
	1899.						
January	.7						
	14	41,227	104,022		14,681	33,059	55,90
	21	155, 272	104,022			33,059	292, 35
0.1	28	55,082					173, 01
repruary	.4	17,000	305, 832		13,662		336, 49 27, 00
	18	11,001 29,607	16,000				82,60
	25	43, 804	53,002				124, 37
March	4	52, 790	80,574		C 011		93, 54
march	11	62, 440	34, 702 95 CC1		6, 011 5, 198		93, 25
	18	68, 764	23,634		3, 130		131, 76
	25	47,852	96,000				73.8
April	1	35,536	59,000			90 111	157, 6
rpen	8	23,646	82,000			00,111	105, 64
	15	31,871	71,000			10.620	113.49
	22	18,000	231, 684			94 699	274,38
	29	163,939	176, 374	41 200		24,000	381, 61
day	6	321,318	1,371,794	75,000	178, 109 21, 333	13, 500	1, 962, 73
	13	366, 623	1,770,831	25, 000	21, 333	13,500 25,024	2, 205, 51
	20	203,669	959, 315				1, 198, 48
	27	99.311	1, 186, 400	8, 767			1, 294, 47
June	3	133,583	1,224,012		1,930	106, 200	1, 165, 73
	10	140,200	1,211,241	1,702			1, 353, 14
	17	67,631	1,750,343	88,819			1,906,73
	24	358, 641	776, 723	20,000		47,565	1,202,33
luly	1	368, 752	1,643,438	20,000	2,743	47,565 95,296 12,416	2, 110, 2:
	8	200,562	418, 121	986		13,416	633,0
	15	119,006	1, 174, 435	4,501	25, 000 42, 906	13,416 84,995 37,761	1,407.93
	22	73,950	944,603	4,501	42,906	37, 761	1,099,23
	29	151,532	766, 437				964,58
August	5	161,528	425, 525	650,022	100, 835		1,337,9
	12	34,550	403, 164	186,913			624, 63
	19	14,573	285,447	181,449			484, 40
	26 er 2	21,000					373, 97
septembe	er 2	63, 114	565,656				625, 77 571, 57
	16	236, 277 303, 751	315,668			16, 346	682,0
		303, 751 314, 252	378, 323			04.050	746, 04
	23	314.252 270.232	333,662		13, 477	24,652	443, 23
etober	7	367, 702	113,000				448, 20 777, 03
retoger	14						955, 91
	21	428,581 447,053	1 000 617				1,516,0
	28	366,033	710 900		91 509		1, 137, 34
	31	366,033 161,556	722, 195		21,503		883, 75
		8,748,984	32, 047, 808		816, 769	656, 670	43, 747, 95

Exhibit N.

Showing the Amounts of the Different Kinds of Grain, and the Total Amounts Received Into Store, in the Public Wavehouses of Chicago Each Week During the Year Ending October 31, 1899.

	Date.	Wheat.	Coru.	Oats.	Rye.	Barley.	Total.
	1898.						
Novemb	r 5	375, 036	375, 559	42, 151	67, 204	7,345	573,655
	12	351, 243	585, 127	18, 180	71,582	11, 435	1,037,567
	19	382, 205	285, 457	8,016	71,111	51,350	795, 139
	26	510, 07	251, 979	7, 133	49, 345	43, 315	891, 779
Decembe	r 3	530, 049	233, 029	27, 181 77, 653	89, 134	55, 836	965, 229 1, 044, 523
	10	597, 596	259, 222	17,653	49,569	60, 484	1.044,523
	17	639, 421	259, 222 339, 754	250, 292	79,933	54, 223	1, 363, 623
	24	692, 886	701, 164	337,942			1,965,133
	31	497, 437	665, 305	184,886	57,469	11,711	1, 479, 811
	1899.						
January	7	204,097	977, 165	73, 415	55,910	132, 819	1.443,409
	14	277, 400	1,264,112	33,614	\$3,4%	66,530	1, 725, 171 1, 269, 277
	21	327,054	525, 193	28,973	32,373	55,681	1, 269, 277
D-1	25	293, 361	550,330	49, 216	29,704	17, 929	970,540
rebruary	11	176, 298	957, 140,	62,597	41, 170	15,379	1,255,584
	18	163,311 149,606	1,247,098, 858,417	127, 259 55, 557	9,096 11,156	50, 231 24, 034	1,597,025
	25	218,647	762, 434	55, 952	46, 873	5,582	1,038,780
March	4		539,770	51,053	12,526	1,50%	524, 465
detect.	11	247, 253	718,516	12, 106	5,815	21,770	1,008,463
	18	182, 439	424,520	1, 125	3,01	29,614	637, 729
	25	123, 430	469,056	1,120	2,122	687	595, 325
April	1	186, 408	380,589		1, 233		568, 230
	8	141.049	313, 607	7.519	3, 162		465, 637
	15	254, 120	315,069	7. S19 7. 372	1,996		551,557
	22	259, 557	405,516		515		665,58
	29	210, 229	148,911	50,511	6,325		415, 979
Мау	6	213,973	216, 439	79,060	9,639		549,111
	13	266,344	214, 127	31,052	30,5		542, 107
	20	256, 229	183, 915	61.398	22, 398		553,940
Inne	3	80,633	301, 207	446, 265 259, 056	109, 056		937, 161
June	10	249, 303	731, 727 791, 975	56,743	10,616		1, 170, 322 1, 105, 855
	17	459, 502	1, 172, 570	25, 897	9, 605		1, 103, 503
	24	487, 378	1,589,453	15, 224	2,000	650	2,092,523
July	1	392, 760	1,586,207	14,384	6 286	650 60-	1, 999, 797
	8	230, 781	1, 104, 733	9.3%	0,030	00	1, 353, 939
	15	294,336	723, 436	7.140			1, 934, 796
	22	245, 340	701,256	40,325	18,984	37, 761	1, 043, 669
	29	201, 535	762 120	578, 617			1,562,018
August	5	262, 459	301, 235	894,011	3,963		1, 461, 671
	12	142, 835	187, 013	302, 343	15,951	16,566	684, 711
	19	188, 293	152, 536	190,533	1.0%		532, 448
	26	108, 426	375, 928	302, 033	36, 295	5,690	\$22,682 937, 382
Septemb	er 2	152,059	552,307	183,579	13,747	5,690 7,326	937, 382
	9	435, 357	580, 206	211,256	19,815	13,813	1, 256, 960
	16	\$48,236	519, 171	137, 172			1, 573, 831
	30	1,079,149	1,647,441	61, 287	46,058		2, 533, 973 4, 669, 729
October	J	1,559,304	2,913,805 787,733	175, 907 113, 718	20, 712 54, 466		1, 934, 096
scrober	14	953, 098	519,5%	67, 534	11, 397		1,581,615
	21	1, 058, 033	363, 105	53,632	32, 183	27,710	1,504,663
	29	1, 110, 630	228, 629	33, 266	7,345	1,967	1,351,537
	31	465,508	72,643	13,597	1,983	2,995	557, 029
Total		21, 104, 350	34, 200, 305	5,997,841	1,719,936	980, 531	64, 002, 966

Exhibit O.

Showing the Amounts of the Different Kinds of Grain, and the Total Amount Shipped out of the Public Warehouses of Chicago each week during the Year Ending October 31, 1899.

	Date.	Wheat.	Coru.	Oats.	Rye.	Barley.	Total.
	1898						
Novemb	er 5	302, 409	1,251,375		135,005		1,791,304
	12	221,881	1,212,823	89,856			1,607,849
	19	551,860	1,614,792	78,673	48,313		2,333,598
	26	200,738	1,696,645	130 335			2,093,273
Decembe	r 3	334, 426	2,223,919	28, 831	21, 967	7.450	2,616,593
	10	361,460	1,084,443	3,555	61,297	57, 176	1,567.931
	17 24	338, 611 309, 732	81,570 41,127	27, 115		12, 938 9, 542	519,445
	31	180, 941	200, 396	16, 101 10, 100		9, 512	383, 004 419, 125
	01	150, 541	200, 326	10.100	+0-0	27, 252	419, 123
v	1599	440 500	40 .004	5.040	20.040		484 000
January	.7	112, 233	10,831	5,019 754			
	14	315,980	332,036	754	70,886		724, 627
	28	298, 563 178, 167	299,746 254,152	9,888 139,082	33,410 75,510	43,773	
Columnar	4	87, 623	589, 250	135, 096	13, 662	22, 026 5, 795	668, 967 831, 456
rebruary	11	26,586	146, 642	28,006		3, 133	201, 234
	18	66, 829	217, 55N	25,000		2,500	286, 887
	25	140, 512	316, 406	125,988		2,300	552,306
March	4	55, 391	240, 616	6,010	48, 835	1,000	
DI WE CIT	11	149, 206.	173, 819	5,600			333, 823
	18	163,081	270, 110	36,800	18,643		490, 882
	25	148, 302	369, 215	7,600			561, 130
April	1	62, 221	353, 557	38, 116	4, 141		498 353
	8	24, 229	450, 985	941		16,815	492, 974
	15	87,837	345, 629	55,316	36,950	15,620	541, 352
	22	102,415	807, 295	149,580	43,575	33, 399	1, 136, 264
	29	204,895	409,086	302, 209	16,271	5,774	938, 235
May	6	335, 478	1, 398, 777	111,644		13,500	2,056,236 2,695,767
	13	400,609	1,950,847	248, 173	31,654	64, 484	2,695,767
	20	295, 475	1,279,612	215, 270	17,819		1,808,176
	27	121,092	1,319,386	23,609			1,464,087
June	3	146, 362	1,243,833	68,302	1,930	112,020	1,572,447
	10	146,047	1,248,936	75, 743	1,285		1,473,211
	17	71,631	1,891,940	242, 443		3, 128	2,209 142
July	1	358,041	995, 624 1, 776, 849	161,407	9 749	47,565	1,562,637 2,247,307
July	5	369, 852 210, 522	727,729	137, 615	2,743	137, 863 96, 499	1, 172, 365
	15	130, 004	1,680,859	123,931	26,389	132, 097	2,093,280
	22	73,950	1,646,279	58,998	42,906	44, 115	1, 866, 248
	29	159, 151	1, 127, 429	88,893	46,616	57, 371	1,509,460
August	5	163, 528	839, 281	843, 339	131, 318		2,029,867
a canalana	12	36,550	778, 759	416,004		32, 101	1, 231, 829
	19	54,706	446,235	499, 650			999, 594
	26	180,449	356, 456	122, 375			705,915
Septembe	er 2	168, 354	645, 166	91, 731	20,000		911, 251
-	9	339, 319	430, 334	39, 314		16,566	825, 533
	16	315, 645	421, 400	108, 525	1,643		576, 613
	23	319,252	592, 313	57, 765	14, 810	24,652	1,008,792
	30	295,377	401, 985	46, 219	500		744, 081
October	7	392,385	527, 454	28,672			948, 511
	14	439, 382	605,834				1, 148, 846
	21	451.053	1, 166, 097	97,205		,	1,714,355
	28	374,266	548,909	96,508	31,490		1,351,173
	31	168,095	749, 729	16,561			934, 385
Total		11, 572, 106	42, 097, 542	5, 658, 612	1,515,849	1, 189, 075	62, 033, 184
L Outil.		.2,012,100	-2,001,092	0,100,012	1, 310, 343	1, 100, 075	04,000,104

Exhibit P.

Showing the Amounts of the Different Kinds of Grain, and the Total Amounts in Store in the Public Warehouses in Chicago at the Close of each week during the Year Emling October 31, 1899.

				_			
	Date.	Wheat.	Coru.	Oats.	Rye.	Barley.	Total.
	1895						
November	5	1,910,549	10,511,093	803,054	128,974	255, 252	13,701,923
	12	2,039,911	9,586,337	821, 375	117, 267	266, 657	13, 131, 640
	19	1, 870, 256	5,557,062	750, 721	140,066	278, 076.	11,596,18 10,394,68
	26	2, 179, 525 2, 375, 148	7, 142, 396	627, 519 625, 569	124, 411	320, 836 399, 222	10,394,65
ecember	3	2,611,254	5, 151, 506 4, 326, 285	630,967	191,578 179,850	402, 530	8, 743, 32 8, 219, 91
	17	2,912,094	4,581,409	923, 144	203 572	443,515	9, 014, 09
	24	3, 205, 245	5,241,500	1,244,985	203, 572 347, 730	516, 754	10,646,22
	31	3, 611, 744	5, 706, 415	1,419,771	434,766	534, 216	11,706,91
	1899	n 700 m			-F4 F0#	240 504	
anuary	14	3, 565, 025	6, 672, 752 7, 604, S2S	1, 488, 167, 1, 521, 057	451, 027 463, 626	660,531 722,090	12, 976, 08 13, 976, 62
	21	3,633,519	8, 130, 275	1,540,142	462,589	734,001	14, 560, 52
	28	3, 505, 713	5, 456, 423	1, 450, 276.	416, 783	729,904	14, 502, 09
ebruary	4	3,897,355	8,821,287	1, 377, 777	111 201	742, 488	15, 256, 22
	11	4,031,113	9, 924, 739	1, 377, 777	453, 387	792, 719	16, 682, 01
	15	4, 116, 890	10,565,595	1,532,617	464,543	814, 263	17, 493, 94
Iarch	25	4, 105, 025	11, 611, 626	1.465.611	501,416	819, 845	17, 993, 52
larca	11	4,359,242	11,311,350 11,556,076	1,510,654	465, 107 465, 727	820, 353 842, 123	18, 466, 78 19, 141, 37
	15	4, 476, 647	12,010,456	1, 181, 485	450,081	569, 519	19, 285, 22
	25	4, 451, 775	12, 110, 357	1, 473, 885	416, 193	570, 206	19, 322, 11
April	1	4,575,959	12, 137, 359	1, 435, 769	413, 255	\$29, \$91	19, 322, 11 19, 392, 29
	S	4.692,779	12,000,007	1, 442, 617	416, 447	813, 076	19, 364, 95
	15	4,559,062	11,969,447	1,334,703	384, 193	797, 456	19, 405, 16
	29	5.016,201	11,567,668	1,245,123 993,125	341, 433 331, 490	764, 057	18, 934, 48 18, 412, 22
day	6	5, 021, 538 4, 930, 033	11, 307, 4:3 10, 125, 155	960, 841	341, 430 144, 252	758, 288 744, 783	16, 905, 16
may.	13	4, 735, 768	8, 388, 435	743, 720	143, 222	680 299	14, 751, 44
	20	4, 786, 522	7 2012 773	559, 548	147, 801	680, 299 680, 299	13, 497, 20
	27	4,746,063	6, 274, 550	1,012,504)	256, 557	650, 259	12,970,28
une	3	4, 678, 624	5,762,453 5,807,5 3	1, 233, 25° 1, 214, 258	325, 543	568, 279 567, 079	12, 565, 15
	10	4,751,850	5,307,5 3	1, 214, 258	329, 302	567,079	12,260,86
	17	5, 169, 751	4,588,223 5,182,052	997, 712 831, 529	332,087	563,951 517,036	11, 651, 72 12, 151, 91
ulv	4	5, 321, 996	4,391,410	565, 913	332, 205 335, 848	379, 233	11, 894, 40
uis	\$	5, 342, 255	5, 368, 414	737, 654	314, 557	252,731	12,075,97
	15	5, 506, 587	4, 410, 991	620,883	325, 352	150,637	11,017,49
	99	5,677,977	3, 465, 965	602, 223	304, 460	144, 283	10, 194, 91
	29	5,720,361	3, 100, 959	1,091,947	277, 290	56,912,	10, 247, 46
lugust	5	5, \$19, 292	2,562,916	1, 142, 619	149, 935	4,511	9,679,27
	12	5, 925, 577	1,071,170	1,028,958	165, 374 166, 460	21,077 21,077	9, 112, 15 8, 645, 01
	19	6, 059, 164 5, 987, 141	1,636,940	900, 459	156, 120	21,077	5,761,77
entembe	r 2	6,000,846	1,601,051	989,347	169, 867	26, 767	5, 787, 90
e procession.	9	6,099,884	1,750,953	1, 161, 259	189, 682	26,767 17,527	9, 219, 33
	16	6,603,075	1, 848, 724	1, 189, 936	243, 475	31,340	9,916,53
	23	7, 362, 972	2,903,852	1, 193, 458,	274, 766	6,688	11,741,73
	30	8,626,899	5, 415, 672	1, 323, 146	294, 978	6,688	15,667,38
etober)	.7	9, 182, 603	5, 675, 951	1, 408, 192	379, 444	6,688	16,652,96
	21	9, 726, 409 10, 333, 389	5, 5%, 703 1, 786, 711	1, 372, 096 1, 358, 523	390, 941 423, 024	6,688	17, 085, 78 16, 936, 04
	28	11, 669, 753	4, 166, 431	1, 295, 281	398, 879	36, 365	16, 966, 70
	31	11, 367, 166	3, 459, 345	1, 292, 617	400, 862	39, 363	16, 589, 35

Exhibit Q.

Showing the Number of Cars and Canal Boats from which Grain was Received into the several Public Warehouses of Chicago during the Year ending October 31, 1892, and the Number of said Cars, Warehouse Receipts for the Contents of which have not been Registered; also Number of Cars not Promptly Registered and therefore figured out.

		Nun		Numi prom but f	Number of registered
Warehouses.	Operated by—	Cars	Vessels and oa- nalboats	Number of cars not promptly registered, but figured out	er of cars not
Alton B central B and Anuex. C ndiana (Watash (Condiana) Watash (Condiana) Watash (Condiana) South Chicago C and An nex (Condiana) City (Condiana) Nex (Condiana)	Armour & Co. ieo. A. Seaverns & Co. central Elevator Co. thas Counselman & Co. thas, Counselman & Co. thicago Elevator Co. thicago Elevator Co. thicago Ry Terminal Elevator Co. Cebraska City Packing Co. cational Elevator and Dock Co. cetth & Co.	11, 172 2, 831 7, 027 5, 223 4, 719 8, 020 718 11, 119 2, 723 4, 652 1, 348 1, 421 1, 198 461 1, 101	299	1711 855 155 527 1,093 1366 15 1,251 3,55 482 211 125 451 85 366	20
Total		60,343	1,298	5,424	32

EXHIBIT R.

Showing the Number and Disposition of Appeals from the Decisions of the Grain Inspection Department to the Committee on Appeals during the Year ending October 31, 1899.

	In	Inspection sustained.				spectio	n chang	red.
Date.	Wheat.	Corn.	Oats.	Total.	Wheat.	Corn.	Oats.	Total.
November, 1898 December, January, 1899 February, March.	2	10 4 10		12 4 10 5	i	1 3 4	i	1 3 4 2
April. May, June, July August, September, 1889. October,	6 10 2	1 11 2 4 2	1	1 2 17 2 16 7	2	1 8 11	1	3 10 11 1 5
Total	21	44	- 4	72	3	33	4	40

EXHIBIT S.

Showing the Unloading Capacity per day and the Storage Capacity of the Public Warehouses of Chicago at date of this report.

Warehouses.	No. cars un- load in ten hours	Operated by—	Marine leg capacity in ten hours	Location.	Storage en-
Armour A, B and B Annex Armour F. Alton and B. Central B and Annex Indiana. Wabash. Rock Island A	100 125 120 120 120	Geo. A. Seaverns&Co Central Elevator Co. Chicago Elevator Co.	30,000 80,000 35,000	C., M. & St. P. Ry'y & N. Br. C., B. & Q. R'y & Chi. Rive. C. & A. R'y & Chi. River. L. C. R'y and River C. & E. I. & Wab. R'y & Riv Wabash R'y & S. Branch C., R. I. & P. R'y & River	1,000,000 1,500,000 1,500,000 1,500,000
South Chicago C and Annex City. Iowa Union. Nebraska City. National. St. Louis	60 100 60 50 100		55,000	C. & A. R'y and River	1,000,000 1,500,000 2,000,000
Total	1.785	Γotal	560,000	Total	25,400,000

EXHIBIT T.

A Comparedire Statement of the Amount of Grain Amually Received into Stare by the Public Warehouses of Chrenge from 1889 to 1899, both inclusive, and the Number of Cars, Canal Boats and Vessels from which such Grain was Received; also, the Number of Bushels Shipped from the Public Warehouses during said time.

1899.	See Gall, 2012, 475, 631, 632, 677, 1010, 485, 2012, 131, 677, 131, 583, 580, 61, 250, 590, 110, 277, 117, 105, 105, 627, 627, 637, 637, 637, 637, 637, 637, 637, 63
1898.	75, 475, 624 283, 558 12, 834 1, 309 51
1897.	107, 958, 637 108, 354, 822 123, 126 1, 737 6
1896.	100,116,207 92,572,153 120,449 1,122 1,122
1895.	61, 230, 995 61, 337, 697 74, 500 853
1804.	73,839,305 68,553,50% 91,330 1,162
1893.	94,676,987 91,547,190 121,728
1892.	100, 868, 202 19, 817, 131 154, 085 716
1891.	93, 626, 674 94, 027, 521 140, 941
1890.	56, 015, 478 85, 895, 890 125, 502 433
1889.	98, 635, 862 101,706,230 148, 534 465
٠	Handrak received in only a Randrak received in only a Randrak received in 1700 200 Number of cents in only a Randrak received in the Randrak Number of cental butts.

EXHIBIT U.

A Statement Comparing the Nandar of Cars Annually Inspected on Track from 1889 to 1899, holh inclusive with the Number Received in Store during the same years.

1899.	314, 156 60, 343 253, 513
1898.	326, NT7 92, NM 233, 9N3
1897.	310,959 123,146 187,813
1896.	306, 445 120, 449 185, 996
1895.	204, 616 74, 500 130, 116
15. 15.	217, 207 91, 339 125, 865
1593.	271, 041 121, 728 149, 313
1892	320,572 154,085 166,487
1891.	277,216 110,941 136,275
1890.	272, 956 125, 502 147, 454
1889.	249, 883 148, 534 101, 319
	Inspected on track. Received into store. Uspected but not stored.

EXHIBIT V.

Showing the Amount of the Different Grades of Grain in Public Warehouses of Chicago at the Close of Business October 31, 1899.

	Kind and Grade.	Bushels.	Total Bushels.
No. 3 White Winter	Wheat	1,871	
No. 2 Hard No. 3 No. 4		14,086	
No. 3		1, 302, 280	
No. 4 _ ''		654, 449	
		325,965	
		65, 005	
No. 4 No Grade		10, 153	
No Grade	W1	5,543 7,697,886	
No. 1 Northern Sprii	ng Wheat	170,001	
No. 1 Northern Sprii No. 2 No. 2 Spring Wheat No. 3		24.835	
No. 2 opting wheat		890, 258	
		201, 727	
No Grade Spring W	hout	1,477	
No. 3 Mixed	heat	1.600	
			11, 367, 16
			11,001,10
No. 2 Yellow Corn		557, 999 64, 228	
No. 3		154, 652	
No. 2 White Corn		127, 563	
No. 9		2, 150, 852	
No. 2 Commission	***************************************	300, 855	
No. 1		71, 123	
No Grade Corn		2,040	
20101 C. 199111111			3, 453, 34
No. 2 White Oats		293, 516	
No. 3		354,633	
No. 2 Oats		549,671	
No. 3 ''		50.217	
No 4 "		14,550	
Total Oats			1, 292, 61
No. 2 Rye		377.020	-1-0-101
No. 3		22,093	
No. 4 "		1,000	
No Grade Rye		659	
Total Rye			400, 96
No. 3 Barley		29,640	
No. 4		9,723	
Total Barley			39,36
Total		16,589,353	16, 589, 35

Exhibit W.

Showing the Number of Cars of the Different Kinds of Grain, and the Total Number of Cars and Canal Boats
Showing the Number of Cars and Vessels Received into State from 1879 to 1889 both inclusive Total Canal Boats and Vessels. Fotal Cars. ##8864EEEEEEEEEEEEE Not reported . Not reported. Cars of Barley. and Vessels Received into Store from 1872 to 1899, both inclusive 1957. 1959. Cars of Corn. Cars of Oats. Cars of Rye. Not reported 315823452345353545333538 32533253535353554533353353 Not reported. Not reported . Cars of Wheat. Year. 788883

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Ехнівіт Х.

Showing the Amounts of the Different Kinds of Grain and the Total Amount Received Into Store Each Year from 1872 to 1899, both inclusive

Year.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
	-					
72	10.981,969	41,005,920	10, 169, 307	637,695	3, 367, 100	66, 164, 99
73	19, 128, 328	35, 420, 259	9, 265, 435	1,002,727	3, 266, 038	68, 085, 75
74	23,565,923	32,639,594	6,616,467	503,301	1,925,603	65, 251, 1
75	19,052,530	25, 134, 906.	5, 822, 828	153, 794	1,289,561	51, 813, 6
76,,,,,,	14, 832, 264	32, 379, 123	5,331,330	1, 146, 557	2, 377, 136	56,066,4
77	12, 163, 647	35,563,376	5, 262, 210	1,807,441	2, 779, 933	60, 576, 6
78	20, 237, 955	49,027,526	7,061,128	2, 103, 438	3, 368, 053	81, 798, 13
79	25, 314, 970	45, 163, 552	3, \$19, 971	1, 731, 145	1,594,540	80, 654, 1
50	20, 219, 604	St. 113, 085	4,092,291	1, 105, 659	816,076	107, 349, 7
\$1	16, 391, 105	61, 443, 229	8, 770, 925	\$18,528	969, 545	88, 396, 6
2	16, 463, 495.	33, 453, 624	5, 588, 595	1,007,794	1, 173, 500	57, 687, 0
\$3	11, 771, 885	52, 956, 452	6, 484, 500	3, 831, 421	680, 493.	78, 724, 7
54	16, 386, 832	39, 862, 272	6,897,449	2, 688, 498	715,913	57, 550, 9
85	15, \$13, 012	30, 935, 056	3, 367, 671	765, 191	294,551	51, 175, 5
86	9,956,022	44,003,620	6, 144, 488	462,432	1, 425, 960	62,022,5
87	18,662,907	35, 216, 481	10.611.018	321, 493	731, 924	68, 543, 8
58	10.074.311	50, 174, 836	16, 225, 964	1, 140, 418	980,070	78, 595, 6
9	11,686,460	62, 394, 069	21,079,204	1,750,076	1,696,053	98, 635, 8
90	10,607,427	57,097,669	14, 764, 083	1,535,293	2,011,006	86,015,4
91	31, 256, 057	40, 827, 136	14, 141, 164	5, 635, 241	1,737,056	93, 626, 63
92	37, 517, 945	50, 844, 355	17, 037, 056	2, 331, 850	1,836,966	109, 868, 20
93	33, 720, 881	50, 361, 403	8, 775, 909	443, 488	1,375,303	94,676,9
94	29,635,150	35, 047, 156	5, 211, 756	183, 776	728, 437	73, 539, 30
95	13, 577, 042	40, 656, 490	6,441,080	266,313	590,070	61, 230, 9
96	25, 654, 025	59,622,683	9,006,016	1.434.317	1, 399, 246	100, 116, 2
97	19, 263, 739	71,627,581	13, 091, 836	1, 434, 317 2, 757, 505	1,217,626	107, 958, 6
(S)	26, 953, 564	17,671,692	7,635,312	3,215,858	962,933	86, 475, 63
99	21, 104, 350	34, 200, 305	5, 997, 841	1,719,996	950,531	64, 002, 9

Ехнівіт Ү.

Showing the Amounts of the Different Kinds of Grain and the Total Amount Shipped Out of the Public Warehouses of Chicago from 1874 to 1899, both inclusive.

Year.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
874	22,691,909	34, 195, 960	6, 549, 235	517, 260	2, 103, 075	66, 087, 42
75		24, 717, 926	5,567,535	393, 205	1, 250, 739	51,085,90
326		31, 723, 565	5,354,338	1,056,323	1, 712, 042	53, 551, 8
377		39, 909, 127	5,664,657	1,945,541	3, 239, 758	64, 507, 4
78		48,658,757	6, 855, 099	1,923,140	2,581,441	77, 979, 5
379		43,809,076	3, 488, 613	1,717,286	2,207,917	77, 749, 1
80		77, 322, 378	3, 551, 765	978, 455	1, 294, 002	104, 796, 2
81		58, 946, 072	9, 741, 451	719, 213	836, 336	85, 910, 8
82		39, 179, 768	5, 721, 928	1, 116, 542	1, 292, 101	64 331.8
883		52, 259, 337	6,467,396	3, 163, 214	703, 280	73, 307, 2
84		30,774,999	6,672,432	3,397,408	719,904	59, 432, 8
85		32, 166, 674	3,652,384	649, 252	264,373	46, 178, 5
86		41, 353, 588	5, 381, 613	585,977	875, 290	61, 747, 0
87		49,004,776	10, 227, 601	464,006	1,040,617	75, 754, 8
88		47, 380, 069	14,771,417	519,316	1, 120, 448	73, 708, 9
89		63, 907, 293	20, 958, 456	1, 973, 543	1, 367, 148	101, 706, 2
90		57, 393, 561	16, 871, 068	1,689,581	1,722,028	85, 895, 9
91		41, 203, 403	14, 148, 626	5,558,622	2, 112, 604	94,027,5
92		45, 904, 534	15, 227, 956	2, 238, 139	1, 876, 837	99, 817, 1
98		54, 739, 034	10, 458, 759	658, 995	1,315,941	91, 547, 1
94		36,629,923	7,549,447	241, 115	923, 785	68,553,5
95		39, 923, 572	7,550,532	220, 932	561, 816	69, 337, 6
96		53, 375, 144	6, 474, 733	916, 921	1,050,769	92,572,1
97	31, 966, 188	58, 585, 380	13,872,535	2,683,652	1,247,067	108, 354, 8
98		56, 909, 040	8, 858, 495	3, 815, 471	1, 117, 808	99, 233, 8
99		42,097,542	5,658,612	1,515,819	1, 189, 075	62, 033, 1

EAST ST. LOUIS INSPECTION DEPARTMENT.

East St. Louis, Ill., November 30, 1899.

Hon. C. J. Limlly, Chairman of the Railroad and Warehouse Commission. Springfield, Ill.

Dear Sir:—I have the honor to submit to you my report for the twelve (12) months ending November 30, 1899.

This department has had, we think, a very good year, more especially in the sack inspection by river than by rail. We look forward to another prosperous year in 1900. All elevators on our side of the river are in good shape, and inform us that they are looking for an increased trade the coming year.

The following table of exhibits marked from Exhibit A-I to Exhibit D-I is a full and correct statement of the business done by this department for the vear ending November 30, 1899.

Exhibit A-1 shows inspection on arrival of winter wheat.

Exhibit A-2 shows inspection on arrival of spring and mixed wheat.

Exhibit A-3 shows inspection on arrival of corn.

Exhibit A-4 shows inspection on arrival of oats. Exhibit A-5 shows inspection on arrival of rye and barley.

Exhibit A-6 shows inspection on arrival of wheat and corn by river.

Exhibit A-7 shows grand total by mouths.

Exhibit D-I shows inspection from regular houses.

This department charges 50 cents a car, 50 cents per thousand, b cent per sack, 15 cents per wagon, in or out of all regular houses, for inspection of all grain.

I am, very truly yours,

G. E. Compton,

Chief Inspector.

By John D. Edmiston, Registrar.

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Ехнівіт А-1.

Inspection Winter Wheat-By Months.

Months.	Rec	i Winte	r Whea	ıt.	Har	d Wint	er Whe	at.
Months.	2	3	4	N. G.	2	3	4	N. G.
December, 1898.	189	89	99	20	35	21	5	
January, 1899	15	119	67	11	11	19	4	
Sebruary.	14	109	42 56 37 65	4	3	64	5	
March,	68	140	56	9	11	8	4	
April,	11	102	37	10	6	8	3	
May	91	124	65	7	9	4	4	
une, "	64	157	163	17	14	19	7	
uly.	239	380	214	35	2	. 4		
August,	133	287	284	85	38	15	7	
September,	122	123	157	63	10	10	. 9	
October,	91	69	115	19	õ	10	11	
November, '	15	54	29	12		8	12	
Total	1,052	1,753	1,268	292	144	190	71	

Ехнівіт А-2.

Inspection on Arrival—By Months—Spring and Mixed: Wheat.

Months.	Whit	e Spr	ing W	heat.	s	pring V	Whea	t.	Ŋ	lixed	Whea	t.
Months.	2	3	4	N. G.	2	3	4	N.G.	2	3	4	N. 6
December, 1898. January, 1899. Gebruary, March, March, Morl, Musy, June, June, July, August, September, October, November,	1 5	11 6 15 15 1 6 5 1	2 2 7 7 1 8		3 2 4 5	3 11 9 14 1 2 2	3 2 3 4 3 1 2 2 1 8 30 6	2	1 2	1 1 2 2		
Total	10	45	27		15	46	65	2	4	7		

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Exhibit A—3.

Inspection on Arrival—By Months—Corn.

		Yello	w Co	rn.	Whi	te Cor	n.		Cor	n.	
	Mouths.	2	3	4	2	3	4	2	3	1	N. G.
December,	1898	9.	2		17	24		142	64	70	8
January.	1899	26	5		22	15 .		518	155	61	- 3
February.		8	2		48			276	122	57	- 3
March,		8	- 1		8	2.		257	71	23 13	
April,		- 00	3		4			126	291 67	16	
May,		29 52 6			37 22			100	51	16 46	11
June, July,		32	20		16			135	61	34	1
August.		31	20		54	16		172	55	35	1
September.	14	23	- 6		33.			245	341	32	2
Detober.		34	24		62	14	3	280	249	26	- 4
November.		- 1	-2		12	52	6	161	55	56	
Total		238	121		390	400	9	2,505	1,383	472	16

Exhibit A-4.

Inspection on Arrival—By Months—Oats.

	//	hite	Oats			Oat	s.		Whi	te Cli	pped (lats.
Months.	2	3	4	N. G.	2	3	4	N. G.	2	3	4	N. G
December, 1898	13	46	22		62	23	13	9				
January, 1899	6	45	16		67	19	21	5				
	19	90	10		57	15	14	_				
	13	28 49			45	17	21					
	4	49			32	14	34					
April,	- 6	43	- 22		32	22		- 2				
May,	3	49 39 25			95	27	46	5				
June,	2	25			35 87	24	15					
July,	11	60			87	47	21	2				
August,	14	105	65		74	25	12	- 5				
September,	25	72	78		117	50:	22	1				
Detober, "	14	73	125		79.	15	10	2				
November, "	7	26	21		61	9	7	1				
Total	131	617	541		514	296	239	23				

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Ехнівіт А--5.

Inspection on Arrival—By Months—Rye and Barley.

Monti			Ry	e.		Monti			i	Barley			
Monti	18.	2	3	1	N. G.	мощи		2	3	4	5	N. 6	í è.
December, January, February, March, April, May, June, July, August, September, November,	1898	16 13 8 14 11 2 1 3 6.	5 3 1 7 2 2 1 6 5 1 7 3	2 2 2 1 1 2 3 3	1	December, January, February, March, April, May, June, July, August, September, October. November,	1899	3		i			
Total		95	41	17	4	Total		3		- 2		2	

Ехипет А--6.

Inspection on Arrival -By Months - River.

:	ž	Red winter wheat	r whea		2 hare	3 har	Yell	rellow corn.	White corn.	å a		Corn	ė		ž	Rye-Sneks.	ž.
Months.	ri	ni.	-	ž	1	1	e i	20	zi		ei		-/	z z	zi	ró.	÷
December, 1868.	975	3,511	1,460		ž				71	17.	135	122			-		
AUDITALY, INST		-		250				1		-		i	:	:	:		:
cornary		-			:						:	:	į	:			:
									:	:	i	:		:	Ī	:	
April											:	:		:	:	•	:
W.V.								-			:	:		:	:	:	:
	27	1,405	103	23						-	-	:	:	:	:	:	-
	545, 743	64, 438	25, 583	50.51		-	-	:	4			:	-				
ngust,	32, 752	35, 242	3,330	525			520					-	:		š	:	
September, 1899.	13.4	15, 351	X, 738	350	-	137	-	31	2		1,452	:	:	-			:
Petober,	7, 165	5.55	7	236			-					:	Ī	-	:		:
November,	1.620	=	273								-	-	:	:	:	:	
Total 151, 519 127, 263 54, 501	154, 510	127, 263	54,501	6,963	142	137	7	25.52	15.34	636 1, 729	32	125	125		5.1		X.

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Exhibit A-7.

Grand Total—By Months—In and Out Inspection—Bushels and Sacks.

		W	Wheat.			Corn.		ŏ	Oats	Rye.	Barley.
Months.	Red.	Red	Spring.	Red winter.	Sacks.	Cars.	Bushels.	Cars.	Bushels. Cars. Bushels.	Cars.	Cars
	Sacks.	Sacks. Bushels.	Cars.	Cars.							
December, 188 December, 188 Agricology	5, 596 349 15, 596 15, 596 16, 114 1, 354 18, 596 343, 596	55 3.45 3.45 3.45 3.45 3.45 3.45 3.45 3.45	88284222xx32x	7	459 216 216 226 294 177 177 280 883 883 883 883 883 883 883 883 883 8	5.52 S.52 S.53 S.53 S.53 S.53 S.53 S.53 S.53 S.53	320, 900 1, 069 10, 313 22, 510 385, 686	320, 600 1, 089 1, 089 22, 810 386, 688	200 000 11 12 13 13 14 15 15 15 15 15 15 15 15 15 15 15 15 15		282222000000000000000000000000000000000

138 Ехнівіт D—1

Inspection from Regular Elevators—By Months.

	Whe:	ıt.	Co	rn.	Oa	its.	R	Şe.	Barley
Months.	Cars	Bushels	Cars	Bushels	Cars	Bushels	Cars	Bushels	('ars
December, 1898anuary, 1899	235 87		3 53		12 23		1		
ebruary. Iarch, pril,	304 299		31 413	320,900 594	11 39 13	13, 217	3		
Iay, "	120		4		39 59	15, 240 12, 620 47, 253	3		
une,	391		5	1,069	17				
ugust. eptember.	76 . 163		69 69	40, 313 22, 810	22	39,500 64,979			
ctober	150 128		10		9	31, 813	1		
Total	2,092		595	355,656	284	224, 613	22		

LAWS RELATING SPECIALLY TO RAILROADS.

Chapter 114 of the Revised Statutes, 1899.

RAILROADS AND WAREHOUSES.

INCORPORATION OF RAILROAD	

SECTION.

- Corporators.
 - 2. Articles of incorporation-record of same.
 - 3. Form of articles.

 - Corporate powers—seal—copy of arti-cles—evidence.
 - Limit of charter-renewal.
 - By-laws recorded.
 - 7. Office in this State.
 - 8. Directors-their election, etc.-classification-vacancy.
 - 9. Called meetings.
- 10. Annual or other statements—rate of in-terest—loads—removal of officers access to books.
- When directors not elected on the day, 11.
- Officers—their duties.
- 13. Payment of subscriptions to capital
- stock. 14. Stock personalty-transfer of-use of
- funds. 15. Increase of capital stock-meetings-
- other business-record.
- Liability of executor, etc. 17. Liability of stockholder.
- 18. Condemnation of property.
- 19. Acquiring material.
- 20. Laying out, constructing and using road-fix rates-borrow money.
- 21. What personal property.
- 22. Issue of stock and bonds limited.
- 23. Consolidation. 24. Annual report.
- 25. Power of legislature.
- 26. Cumulative voting.
- 27. Rates when aid induced.
- 28. Limitation.
- 29. Repeal-saving-benefits of this act, etc.
- Shall have public office—book with transfer of stock registered.

- SECTION.
- 31. Fine for failure to comply.
- 32. Fines recovered in action of debt.
- 33. Duty of commissioners.
- 34. Fines to be used for county purposes.
- 35. Borrowing money by companies formed before March 1, 1872.
- 36. How concurrence of stockholders expressed.
- Notice of meeting.
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- 39. What railroads may consolidate and how.
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INCORPORATION OF RAILBOAD COMPANIES.*

- AN ACT to provide for the incorporation of associations that may be organized for the purpose of constructing radiuways, maintaining and operating the same it or prescribing and defining the duties and limiting the powers of such corporations when so organized; and authorizing the same and all radiroad companies of this State to own and hold the stock and securities of radiroad companies of other states owning connecting lines. [As Ed., p.124], and suprescribed inner, [Ash. In force, July 1, 1851, L. Edd., p. 184], Lend I. New
- 1. Corporators] § 1. Be it emeted by the People of the State of Illinois, represented in the General Assembly, That any number of persons, not less than five may become an incorporated company for the purpose of constructing and operating any rallocal in this State, and that any and all rallocads or transportation companies authorized to be incorporated and transact business in this State by virtue of this act, shall be and they are hereby authorized and empowered to purchase, own, operate and maintain any railroad sold or transferred under order or powers of sale or decree of, or sale under fore-closure of mortgage or deed of trust, and corporations heretofore organized under the provisions of the act hereby amended, their successors or assigns, shall have and possess all the powers and privileges conferred by this act. [As amended by act approved May 11, 1877. In force July 1, 1877. L. 1877, p. 163; Legal News Ed., p. 150.
- ARTICLES OF INCORPORATION—RECORD OF SAME.] § 2. Such persons
 shall organize by adopting and signing articles of incorporation, which shall
 be recorded in the office of the recorder of deeds in each county through or
 into which such railway is proposed to be run, and in the office of the secretary of state. [See § 6, 15]
 - 3. FORM OF ARTICLES.] § 3. Such articles shall contain:

First-The name of the proposed corporation.

Second.—The places from and to which it is intended to construct the proposed railway.

Third—The place at which shall be established and maintained the principal business office of such proposed corporation.

Fourth-The time of the commencement and the period of the continuance of such proposed corporation.

Fifth-The amount of the capital stock of such corporation.

Sixth-The names and places of residence of the several persons forming the association for incorporation.

Secreth—The names of the members of the first board of directors, and in what officers or persons the government of the proposed corporation and the management of its affairs shall be vested.

Eighth—The number and amount of shares in the capital stock of such proposed corporation.

- 4. CORPORATE FOWERS—SEAL—COPY OF ARTICLES—EVIDENCE.] § 4. When the articles shall have been filed and recorded as aforesaid, the persons named as corporators therein shall thereupon become and be deemed a body corporate, and shall thereupon be authorized to proceed to carry into effect the objects set forth in such articles, in accordance with the provisions of this act. As such body corporate they shall have succession, and in their corporate name may sue and be sued, plead and be impleaded. The said corporation may have and use a common seal which it may after at pleasurer, and make "\$901 all rules and regulations deemed necessary for the management of its affairs in accordance with law. A copy of any articles or incorporation filed and recorded in pursuance with this act, or of the record therefore, and certified to be a copy by the secretary of state, or his deputy, shall be presumptive evidence of the incorporation of such company, and of the facts therein stated.
- 5. LIMIT OF CHARTER—RENEWAL.] § 5. No such corporation shall be formed to continue more than fifty years in the first instance, but such corporation may be renewed from time to time, in such manner as may be pro-

^{*}Elevated ways and conveyors. See corporations, Ch. 32, 2 68.

vided by law, for periods not longer than fifty years: Provided, that threefourths of the votes cast at any regular election for that purpose shall be in favor of such renewal, and those desiring a renewal shall purchase the stock of those opposed thereto at its current value.

- 6. By-LAWS RECORDED.] & 6. A copy of the by-laws of the corporation, duly certified, shall be recorded as provided for the recording of the articles of association in section 2 of this act; and all amendments and additions thereto, duly certified, shall also be recorded as herein provided, within ninety days after the adoption thereof.
- 7. OFFICE IN THIS STATE.] § 7. Every such corporation organized under the provisions of this act shall have and maintain a public office or place in this state for the transaction of its business, where transfers of all its stock shall be made, and in which shall be kept for public inspection, books, where in shall be recorded the amount of capital stock subscribed and by whom, the names of the owners of its stock, the number of shares held by each person, and the number by which each of said shares is respectively designated, and the amounts owned by them respectively, the amount of stock paid in, and by whom, the transfers of said stock, the amount of its assets and liabilities, and the names and places of residence of all its officers. [See Const., art. 11, § 9.
- 8. DIRECTORS—THEIR ELECTION AND CLASSIFICATION—VACANCY.] § 8. All the corporate powers of every such corporation shall be vested in and be exercised by a board of directors, who chall be stockholders of the corporation, and shall be elected at the annual meetings of stockholders at the public office of such corporation within this State. The number of such directors, the manner of their election, and the mode of filling vacancies, shall be specified in the by-laws, and shall not be changed except at the annual meetings of the stockholders. The first board of directors shall classify themselves by lot in such manner that there shall be, as nearly as practicable, three directors in each class. Those belonging to the first-class shall go out of office at the end of one year, those of the second class at the end of two years, and in like manner those of each class shall go out of office at the end of years corresponding to the number of his class; and all vacancies occurring by reason of expiration of a term of years equal to the number of classes. [See § 11, 26.
- 9. Called meetings.] § 9. A meeting may be called at any time during the interval between such annual meetings, by the directors, or by the stock-holders owning not less than one-fourth of the stock, by giving thirty days; public notice of the time and place of such meeting in some newspaper published in each county through or into which the said railway shall run, or be counties aforesaid; and if, at any such special meeting so called, a majority in value of the stockholders equal to two-thirds of the stock of such corporation, shall not be represented in person or by proxy, such meeting shall be adjourned from day to day, not exceeding three days, without transacting any business; and if, within said three days, two-thirds in value of such stock shall not be represented at such meeting, then the meeting shall be adjourned, and a new call may be given and notified as hereinbefore provided. [See § 15.
- 10. ANNUAL AND OTHER STATEMENTS.] § 10. At the regular annual meeting [780] of the stockholders of any corporation organized under the provisions of this act, it shall be the duty of the president and directors to exhibit a full, distinct and accurate statement of the affairs of the said corporation; and at any meeting of the stockholders, or a majority of those present (in person or by proxy) may require similar statements from the president and directors, whose duty it shall be to furnish such statements when required in manner aforesaid.

RATE OF INTEREST—LOANS.] And at all general meetings of the stockholders, a majority in value of the stockholders of any such corporation may fix the rates of interest which shall be paid by the corporation for loans for the construction of such railway and its appendages, and the amount of such loans.

REMOVAL OF OFFICERS.] At any special meeting, by a two-thirds vote in value of all the stock, such stockholders may remove any president, director, or other officer of such corporation, and elect others instead of those so removed.

ACCESS TO BOOKS.] All stockholders shall, at all reasonable hours, have access to and may examine all the books, records and papers of such corporation.

- 11. When directors not elected on the day, etc.] § 11. In case it shall happen, at any time, that an election of directors shall not be made on the day designated by the by-laws of such corporation for that purpose, the corporation, for such cause, shall not be dissolved, if within ninery days thereafter the stockholders shall meet and hold an election for directors in such manner as shall be provided by the by-laws of such corporation: Proceed, that it shall require a majority in value of the stock of such corporation to elect any member of such board of directors, and a majority of such board of directors shall be citizens and residents of this State.
- 12. OFFIGERS—THEIR DUTIES.] § 12. There shall be a president of such corporation, who shall be chosen by and from the board of directors, and such other subordinate officers as such corporation, by its by laws, may designate, who may be elected or appointed, and shall perform such duties and be required to give such security for the faithful performance thereof as such corporation, by its by laws, shall require, provided that it shall require a majority of the directors to elect or appoint any officer.
- PAYMENT OF SUBSCRIPTIONS TO CAPITAL STOCK. § 13. The directors of such corporation may require the subscribers to the capital stock of such corporation to pay the amount by them respectively subscribed, in such manner and in such installments as they may deem proper. If any stockholder shall neglect to pay any installment as required by a resolution or order of such board of directors, the said board shall be authorized to declare such stock and all previous payments thereon forfeited for the use of the corporation; but the said board of directors shall not declare such stock so forfeited until they shall have caused a notice in writing to be served on such stockholder personally, or by depositing the same in a postoffice, properly directed to the postoffice address of such stockholder, or if he be dead, to his legal representatives, with necessary postage for its transmittal properly prepaid, stating therein that in accordance with such resolution, or order, he is requested to make such payment, at a time and place and in the manner to be specified in such notice, and that if he fails to make the same in the manner requested, his stock and all previous payments thereon will be forfeited for the use of such corporation; and thereafter such corporation, should default in payment be made, may sell the same and issue new certificates of stock therefor: Provided, that the notice as aforesaid shall be personally served or duly deposited, as above required, at least sixty days previous to the day on which such payment is required to be made.
- 14. Stock personalty—transfer of—ties offense of the stock of such corporation shall be deemed personal estate and shall be transferable in the manner prescribed by the by laws of such corporations. But no shares shall be transferable until all previous calls thereon shall have been paid; and it shall not be lawful for such corporation to use any of the funds thereof in the purchase of its own stock, or that of any other corporation, or to loan any of its funds to any director or officer thereof, or to permit them or any of them to use the same for other than the legitimate purposes of such corporation: Provided, however, that any railroad company incorporated and organized, or that may hereafter be incorporated and organized upon the properties of the state, and operating a railroad which now con-

nects or bereafter may connect at any point with any railroad of any other State, shall have power, acting by itself, or jointly with another company or companies to own and hold the stock and securities of the corporation owning said connecting road, or any part thereof; such ownership or holding to comprise at least two-thirds in amount of the stock of such corporation; but in case of the purchase of stock the company or companies so purchasing shall take and pay for all the shares of the company whose stock is so purchased that may be offered, and the terms of purchase of all shares shall be the same to all stockholders. (As amended by act approved June 2, 1891. In force July 1, 1891. L. 1891, p. 185; Legal News Ed., p. 124.

- Increase of capital stock—meetings—other business.] § 15. In case the capital stock of any such corporation shall be found insufficient for constructing and operating its road, such corporation may, with the concurrence of two-thirds in value of all its stock, increase its capital stock from time to time, to any amount required for the purpose aforesaid. Such increase shall be sanctioned by a vote, in person or by proxy, of two-thirds in amount of all the stock of such corporation, at a meeting of such stockholders called by the directors of the corporation for such purpose, by giving notice in writing to each stockholder, to be served personally or by depositing the same in a postoffice, directed to the postoffice address of each of said stockholders severally, with necessary postage for the transmittal of the same, prepaid, at least sixty days prior to the day appointed for such meeting, and by advertising the same in some newspaper published in each county through or into which the said road shall run or be intended to run (if any newspaper shall be published therein), at least sixty days prior to the day appointed for such meeting. Such notice shall state the time and place of the meeting, the object thereof, and the amount to which it is proposed to increase such capital stock; and at such meeting the corporate stock of such corporation may be so increased, by a vote of two-thirds in amount of the corporate stock of such corporation, to an amount not exceeding the amount mentioned in the notices so given. Should the directors of any such corporation desire at any time to call a special meeting of the stockholders, for any other necessary purpose, the same may de done in the manner in this section provided, and if such meeting be attended by the owners of two-thirds in amount of the stock, in person or by proxy, any other necessary business of such corporation may be then transacted, except the altering, amending or adding to the by-laws of such corporation: Provided, such business shall have been specified in the notices given. And the proceedings of any such meeting shall be entered on the journal of the proceedings of such corporation. Every order or resolulution increasing the capital stock of any such corporation shall be duly recorded as required in section 2 of this act.
- 16. Liability of executor, etc.] § 15½. No person holding stock in any such corporation as executor, administrator, guardian or trustee, and no person holding such stock as collateral security, shall be personally subject to any liability as stockholders of such corporation; but the person pledging the stock shall be considered as holding the same, and shall be liable as a stockholder accordingly.
- 17. LIABILITY OF STOCKHOLDER.] § 16. Each stockholder of any corporation formed under the provisions of this arc, shall be held individually liable to the creditors of such corporation to an amount not exceeding the amount unpaid on the stock held by him, for any and all debts and liabilities of such corporation, until the whole amount of the capital stock of such corporation so held by him shall have been paid.
- 18. Confernation of property.] § 17. If any such corporation shall be unable to agree with the owner for the purchase of any real estate required for the purposes of its incorporation, or the transaction of its business, or for its depots, station buildings, machine and repair shops or for right of way or any other lawful purpose connected with or necessary to the building, operating or running of said road, such corporation may acquire such title in the manner that may be now or hereafter provided for by any law of eminent domain. (See "Eminent Domain," ch. 47.

- 19. Acquiring material, 2 is. Any such corporation may, by their agents and employes, enter upon and take from any land adjacent to its road, earth, gravel, stone, or other materials, except fuel and wood, necessary for the construction of such [*503] railway, paying, if the owner of such land and the said corporation can agree thereto, the value of such material taken and the amount of damage occasioned thereby to any such land or its appurtenances; and if such owner and corporation can not agree, then the value of such material, and the damage occasioned to such real estate the value of such material, and the damage occasioned to such real estate of hereafter be provided by any law of eminent domain, but the value of such materials, and the damages to such real estate, shall be ascertained, determined and paid for before such corporation can enter upon or take the same. [See "Eminent Domain," ch. 47.
- 20. LAVING OUT, CONSTRUCTING AND USING ROADS—FIX RATES—BORROW MONEY.] § 19. Every corporation formed under this act shall, in addition to the powers hereinbefore conferred, have power:

First—To cause such examination and survey for its proposed railway to be made as may be necessary to the selection of the most advantageous route; and for such purpose, by its officers, agents or servants, may enter upon the lands or waters of any person or corporation, but subject to responsibility for all damages which shall be occasioned thereby.

Second—To take and hold such voluntary grants of real estate and other property as shall be made to it, in aid of the construction and use of its railway, and to convey the same when no longer required for the uses of such railway, not incompatible with the terms of the original grant.

Third—To purchase, hold and use all such real estate and other property as may be necessary for the construction and use of its railway, and the stations and other accommodations necessary to accomplish the object of its incorporation, and to convey the same when no longer required for the use of such railway.

Fourth—To lay out its road, not exceeding one hundred feet in width, and to construct the same; and for the purpose of cuttings and embankments, to take as much more land as may be necessary for the proper construction and security of the railway and to cut down any standing trees that may be indusper of falling upon or obstructing the railway, making compensation therefor in manurer provided by law.

Fifth-To construct its railway across, along or upon any stream of water, watercourse, street, highway, plank road, turnpike or canal, which the route of such railway shall intersect or touch; but such corporation shall restore the stream, watercourse, street, highway, plank road and turnpike thus intersected or touched, to its former state, or to such state as not unnecessarily to have impaired its usefulness, and keep such crossing in repair : Provided, that in no case shall any railroad company construct a roadbed without first constructing the necessary culverts or sluices, as the natural lay of the land requires for the necessary drainage thereof. Nothing in this act contained shall be construed to authorize the erection of any bridge, or any other obstruction, across or over any stream navigated by steamboats, at the place where any bridge or other obstructions may be proposed to be placed, so as to prevent the navigation of such stream; nor to authorize the construction of any railroad upon or across any street in any city, or incorporated town or village, without the assent of the corporation of such city, town or village: Provided, that in case of the constructing of said railway along highways, plank roads, turnpikes or canals, such railway shall either first obtain the consent of the lawful authorities having control or jurisdiction of the same, or condemu the same under the provisions of any eminent domain law now or hereafter in force in this state. [See "Cities," etc., ch. 24, 2 62, items 26, 27, 90,

Sixth—To cross, intersect, join and unite its railways with any other railway before constructed, at any point in its route, and upon the grounds of such other railway company, with the necessary turnouts, sidings and switches,

and other conveniences in furtherance of the objects of its connections; and every corporation whose railway is or shall be hereafter intersected by any new railway, shall unite with the corporation owning such new railway in forming such intersections and connections, and grant [*804] the facilities aforesaid; and if the two corporations can not agree upon the amount of compensation to be made therefor, or the points and manner of such crossings and connections, the same shall be ascertained and determined in manner prescribed by law.

Serenth—To receive and convey persons and property on its railway, by the power and force of steam or animals, or by any mechanical power.

Eighth—To erect and maintain all necessary and convenient buildings and stations, flutures and machinery, for the construction, accommodation and use of passengers, freights and business interests, or which may be necessary for the construction or operation of said railway.

Ninth—To regulate the time and manner in which passengers and property shall be transported, and the compensation to be paid therefor, subject, nevertheless, to the provisions of any law that may now or hereafter be enacted. [See § 25, 27.

- Tenth-From time to time to borrow such sums of money as may be necessary for completing, finishing, improving or operating any such railway, and to issue and dispose of its bonds for any amount so borrowed, and to mortgage its corporate property and franchises to secure the payment of any debt contracted by such corporation for the purposes aforesaid; but the concurrence of the holders of two-thirds in amount of the stock of such corporation. to be expressed in the manner and under all the conditions provided in the fifteenth section of this act, shall be necessary to the validity of any such mortgage; and the order or resolution for such mortgage shall be recorded as provided in the second section of this act; and the directors of such corporation shall be empowered, in pursuance to any such order or resolution, to confer on any holder of any bond for money so borrowed, as aforesaid, the right to convert the principal due or owing thereon into stock of such corporation, at any time not exceeding ten years after the date of such bond, under such regulations as may be provided in the by-laws of such corporation. [See
- 21. What personal property. § 20. The rolling stock and all other movable property belonging to any such corporation shall be considered personal property, and shall be liable to execution and sale, in the same manner as personal property of individuals. [See Const., art. 11, 20].
- 22. ISSUE OF STOCK AND BONDS LIMITED.] \(\frac{2}{2}\)1. No such corporation shall issue any stock or bonds, except for money, labor or property actually received and applied to the purposes for which such corporation was organized. All stock dividends, and other flettious increase of the capital stock or indebtedness of any such corporation, shall be void. [See Const., art 11, \(\frac{1}{2}\)13.
- 23. Consolidation.] § 22. No such corporation shall consolidate its capital stock with any other railway owning a parallel or competing line. And in no case shall any consolidation take place, except upon sixty days' notice thereof given, which notice shall be given in manner and form as prescribed in the fifteenth section of this act. [See Const., art. 11, § 11.
- 24. ANNUAL REPORT.] § 23. The directors of every such corporation shall annually make a report, under oath, to the auditor of public accounts, and to such other officers as may be designated by law, of all its actings and doings, which, in part shall include such matters relating to such corporations as may be now or hereafter prescribed by law. [See Const., art. 11. § 9.
- 25. Power of Lemislatures.] § 24. The General Assembly shall have power to enset, from time to time, haws to prevent and correct abuses, and to prevent unjust discriminations and extortions in the rates of freight and passenger tariff, and to establish reasonable maximum rates of charges for the transportation of persons or property on any railway that may be constructed under the provisions of this act, and to enforce such laws by adequate penalties to the extent, if necessary for that purpose, of forfeiture of the property and franchises of any such corporation. [See Const., art 11, § 15.

- *\$05] 26. CUMILATIVE VOTING.] & 25. In all elections for directors or managers of such railway corporations every stockholder shall have a right to vote, in person or by proxy, for the number of shares of stock owned by him, for as many persons as there are directors or managers to be elected, or to cumulate said shares, and give one candidate as many votes as the number of directors, multiplied by the number of his shares of stock, shall equal; or to distribute them on the same principle, among as many candidates as he shall think fit; and such directors or .nanagers shall not be elected in any other manner. [See & 8: also Const., art. 11. & 3.
- 27. RATES WHEN AID INDUCED.] & 2549. In all cases, when any corporation organized under this act to unduce aid in its construction, either by donation or subscription to its capital stock, shall desire to fix the rates for any period of time for the transportation of passengers or freight, such corporation may adopt a resolution for fixing such rates, and the time for which the same is to be fixed, and have the same recorded in the office of the recorder of deeds in the several counties through which said road is proposed to be run; and during the time for which they are fixed, said rates shall in no case be amended by said corporation or its successors: Provided, that said rates shall not exceed the rates allowed by that
- 28. LIMITATION.] ² 29. If any railway corporation organized under this act, shall not, within two years after its articles of association shall be filed and recorded as provided in the second section of this act, begin the construction of its road, and expend thereon twenty-five per cent on the amount of its capital, within five years after the date of its organization, or shall not finish the road and put it in operation within ten years from the time of filing its articles of association, as aforesaid, its corporate existence and powers shall cease.
- REPEAL-SAVING-BENEFITS OF THIS ACT, ETC.] § 27. That an act entitled "An act to amend an act to provide for a general system of railroad incorporations," approved November 5, 1849," approved February 13, 1857, and also all of an act entitled "An act to provide for a general system of railroad incorporations," approved November 5, 1849, except the sections of the last named act numbered 34, 35, 36, 37, 38, 39, 40, 41, 42 and 45,* and all laws in conflict with the provisions of this act, be and the same are hereby repealed: Provided, however, that all general laws of this State in relation to railroad corporations, and the powers and duties thereof, so far as the same are not inconsistent with the provisions of this act, shall remain in force and be applicable to railroad incorporations organized under this act. The repeal of the acts and parts of acts mentioned in this section shall not be construed so as to effect any rights acquired thereunder; but all corporations formed or attempted to be formed under such acts or parts of acts, notwithstanding any defects or omissions in their articles of association, may, if they will adopt or have adopted this act, be entitled to proceed thereunder, and have all the benefits of this act; and all such corporations that have adopted or that will adopt this act, are hereby declared legal and valid corporations, within the provisions of this act, from the date of the filing of their respective articles of association. And the fixing of the termini by any such corporation shall have the same effect as if fixed by the General Assembly: Procided, that all corporations to which this act shall apply shall be held liable for, and shall carry out and fulfill all contracts made by them, or for, or on their behalf, or of which they have received the benefit, whether such corporation, at the time of the making of such contract or contracts, was organized, or had attempted to organize, under the general laws of the State of Illinois, or not: whether said contract was for right of way, work and labor done, or materials furnished, or for the running of trains or carrying passengers or freight upon such road, or upon any other road in connection therewith. And if such corporation has or does take possession of or use such right of way, labor or material so furnished by other persons or corporations, it shall be evidence of its acceptance of such contract so entered into by such person or

^{*}Note.—The whole of said a:t of Nov. 5, 1-49, repealed March 31, 1874. See ch. 131, No. 135,

To have public office.

corporation with said persons or corporations for its benefit. And upon said corporation failing to pay said sum as it ought equitably to pay for such right of way, labor or materials, or fail to carry out such contracts as [*806 adoresaid, so made with persons or corporations, it shall be held liable in an action at law or in chancery for the recovery of the value of said right of way, labor or materials, and for-damages for non-fulfillment of such contract, in any court of competent jurisdiction in any county through which the road of the any manner lawfibe the subscription of any township that are shall of the apital stock of any railroad company, her authorize the issuing of any bonds by any township, eity or county in payment of any subscription or donation. [As amended by act approved April 26, 1873. In force July I, 1873.

- AN ACT to require railroad corporations to have and maintain a public office, or place in the State of Illinois where transfers of stock may be made, and to enforce the provisions of section nine [9], article elven [11] of the Constitution of Illinois. [Approved June 18, 188]. In force July I, 1883. L. 1883, p. 128; Legal News Ed., p. 102
- 30. Shall have public office—book with transfers of stock regarders. It have been accepted by the Book and the General Assembly. Each and every railroad corporation, organized or doing business in this state, under the laws or authority thereof, shall have and maintain a public office, or place in this state for the transaction of its business, where transfers of shares of its stock shall be made by such rail-road corporation, upon the request of the owner of shares thereof, presenting the certificate thereof. Every such railroad corporation shall keep a book in which the transfers of shares of its stock shall be registered, and another book containing the names of its stockholders, which book shall be open to the examination of the stockholders.
- 31. Fines for fallure to complex.] \(\frac{2}{3}\) Any vailroad corporation—organized or doing business in this state under the laws or authority thereof, or failing to comply with the provisions of section one (1), of this act, within ninety (90) days after the taking effect of this act, shall upon conviction thereof, be fined in any sum not less than one thousand dollars (\$1,000), nor more than two thousand dollars (\$2,000). In case any such railroad corporation shall fail to comply with the provisions of said section one (1) within six months after the taking effect of this act it shall, upon conviction thereof, be fined in any sum, not less than two thousand dollars (\$2,000), nor more than four thousand dollars (\$4,000); and for every year after the taking effect of this act, any such railroad corporation shall fail to comply with the provisions of said section one (1), it shall, upon conviction, be fined not less than four thousand dollars (\$4,000): Provided, that in all cases under this act either party shall have the right of trial by jury.
- 32. Fines recovered in action of debt. 1 \(\frac{1}{2} \) 3. The fines hereinbefore provided for, may be recovered in an action of debt in the name of the People of the State of Illinois.
- 333. DUTY OF COMMISSIONERS.] § 4. It shall be the duty of the Railroad and Warehouse Commissioners to personally investigate and ascertain whether the provisions of this act are violated by any railroad corporation in this state; and whenever the facts in any manner ascertained by said commissioners shall, in their judgment, warrant such prosecution, it shall be the duty of said commissioners to immediately cause suits to be commenced and prosecuted against any railroad corporation which may violate the provisions of this act. Said suits and prosecutions may be instituted in any county in this state, through or into which the line of the railroad corporation sued for violating this act may extend. And such Railroad and Warehouse Commissioners are hereby authorized to employ counsel to assist the Attorney Genzal in conducting such suit on behalf of the state. No such suits commenced by said commissioners shall be dismissed, except said Railroad and Warehouse Commissioners and the Attorney Genzal shall consent thereto.

Borrowing money.

34. Fines to be used for county furboses, § § 5. All fines recovered under the provisions of this act shall be paid into the county treasury of the county in which the suit is tried, by the person collecting the same in the manner now provided by law, to be used for county purposes.

AN ACT to enable railroad companies to borrow money and to mortgage their property and franchises therefor. [Approved May 7, 1873. In force July 1, 1873.]

- Borrowing money by companies formed before march 1, 1872.] § 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly. That every railroad company organized under any law or laws of this state, in force before the first day of March, A. D. 1872, is hereby empowered from time to time to borrow such sums of money as may be necessary for completing, furnishing, improving or operating any such railroad. and to issue and dispose of its bonds for any amount so borrowed, and to mortgage its corporate property and franchises to secure the payment of any debt contracted by such corporation for the purposes aforesaid; but the concurrence of the holders of two thirds in amount of the stock of such corporation-to be expressed in the manner hereinafter provided-shall be necessary to the validity of any such mortgage; and the order or resolution for such mortgage shall be recorded as provided in this act; and the directors of such corporation shall be empowered, in pursuance of any such order or resolu-tion, to confer on any holder of any bond, for money so borrowed as aforesaid, the right to convert the principal due or owing thereon into stock of such corporation at any time not exceeding ten years after the date of such bond, under such regulation as may be provided in the by-laws of such corperation.
- 36. How CONCERENCE OF STOCKHOLDERS EXPERSED.] § 2. The concurrence of the holders of at least two-thirds in amount of the capital stock of such corporation in the creation of any such debt and the execution of any such mortgages, shall be made manifest by the votes east by such stockholders in person or by proxy, on the passage of appropriate orders or resolutions at a meeting of the stockholders of such corporation, called by the directors thereof for such purpose.
- 37. Notice of meetins [] 2 3. The directors of such corporation shall give notice of such meeting by eausing written or printed notices thereof to be either personally served upon or duly mailed (postage prepaid) to such stockholders whose names and address shall be known to said directors, such notice to be so mailed at least sixty days before the time fixed for such meetings. The said notices shall state the time and place of such meeting and the purpose thereof, as well as the amount of the proposed indebtedness. The said directors shall also cause like notices to be inserted in some newspaper published in each county through which said road shall run. (if any newspaper shall be published therein) at least sixty days prior to the day appointed for such meeting.
- 38. Resolutions, etc. recorder.] § 4. When such meeting shall be held, the resolution or order authorizing the creation of such indebtedness, and the execution of the mortrage to secure the same, together with the result of the vote thereon, shall be recorded in the office of the recorder of deeds of each county through which said road shall run, and shall also be recorded in the office of the secretary of state.

Railroads—Consolidation.

RAILROADS—CONSOLIDATION.

- AN ACT to provide for the consolidation of certain railroad corporations. [Approved June 14, 1883. In force July 1, 1883. L. 1883, p. 124; Legal News Ed., p. 101.
- What railroads may consolidate, and how.] § 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: Whenever any railroad which is situated partly in this State, and partly in one or more other States, and heretofore owned by a corporation formed by consolidation of railroad corporations of this and other States, has been sold pursuant to the decree of any court or courts of competent jurisdiction, and the same has been purchased as an entirety, and is now, or hereafter may be, held in the name or as the property of two or more corporations incorporated respectively under the laws of two or more of the states in which said railroad is situated, it shall be lawful for the corporation so created in this state to consolidate its property, franchises and capital stock with the property, franchises and capital stock of the corporation or corporations of such other state or states in which the remainder of such railroad is situated, and upon such terms as may be agreed upon between the directors, and approved by the stockholders owning not less than two-thirds in amount of the capital stock of such corporations. Such approval may be given by the stockholders of such corporation of this state at any time, in writing or by vote, at any annual or special meeting, upon sixty days' notice given by publication in any newspaper published in the county where the general office of such company is situated, and such meeting is to be held: Provided, that no consolidation shall take place with any railroad owning a parallel or competing line; and a majority of the directors of such consolidated company shall be citizens and residents of this state; and where the line of the road of the original company has been located in this state and aid in the construction thereof voted by any municipality by way of subscription or donation and received by the company, and the road as so located not yet completed, then the consolidated company shall have no power or right to change such line as so located so as to make the same substantially different from the line so located at the time the aid was voted.
- 40. WHEN CONSOLDATION TO TAKE EFFECT.] § 2. Such consolidation shall take effect upon the filing and recording of such articles of consolidation in the office of the se-retary of state of the State of Illinois, and a certified copy thereof in the office of the recorder of the various counties in which said railroad is situated. A certified copy of such articles of consolidation, under seal of the secretary of state shall be deemed and taken to be prima facte evidence of the existence of such consolidated corporation.
- 41. LIST OF STOCKHOLDERS—RIGHTS SAYED.] § 3. Such consolidated corporation shall at all times keep a general office within this state, at which shall be kept a complete list of all stockholders of such corporation, their places of residence, the amount of stock owned by each, and where the stock of such corporations may be registered and transferred: Provided, that nothing contained in this bill shall be construed to impair or affect the rights of any party holding unsettled claims against any of the corporations to be consolidated.
- AN ACT authorizing railroad companies in consolidating so as to form an interstate line to fix the terms and conditions of such consolidation and to retire their preferred stock, and to provide for the issue of the new preferred stock and fix the par value thereof. [Approved and in force June 17, 1825, L. 1830, p. 105; Legal News Ed., p. 116].
- 42. AGREEMENT FOR CONSOLIDATION.] § 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: That when any railroad company, formed by the consolidation of a company or companies of this state with a company or companies of another state or states, shall make a further consolidation with a company or companies of another state or states owning a continuous and connected but not competing line, the constituent companies shall have power to its by the agreement for such consolidation the terms

Consolidation—Contracts—Use of bridges—Lessees, etc.

and conditions upon which the same shall be made, which terms and conditions may include the payment or retirement of the preferred stock of either or both of the constituent companies, if they have such. And in case the new company shall issue preferred stock, the par value of the shares thereof may be fixed by the agreement of consolidation or by the resolution for the issue thereof without regard to the par value of shares of the common stock of such company.

- 43. EMERGENCY.] § 2. Whereas, an emergency exists for the immediate taking effect of this act, therefore the same shall take effect and be in force from and after its passage.
- AN ACT to enable railroad companies to enter into operative contracts and to borrow money. [Approved February [7807.12, 1855. Pr. L. 1855, p. 304.
- 4-4. OPERATIVE CONTRACTS—PROPERTY.] § 1. All raifroad companies incorporated or organized under, or which may be incorporated or organized under the authority of the laws of this State, shall have power to make such contracts and arrangements with each other, and with raifroad corporations of other states, for leasing or running their roads, or any part thereof; and also to contract for and hold in fee simple or otherwise, lands or buildings in this or other states for depot purposes; and also to purchase and hold such personal property as shall be necessary and convenient for carrying into effect the object of this act.
- 45. Connections.] § 2. All railroad companies incorporated or organized, or which may be incorporated or organized as aforesaid, shall have the right of connecting with each other, and with the railroads of other states, or such terms as shall be mutually agreed upon by the companies interested in such connection.
 - [% 3, repealed. See "Statutes," ch. 131, § 5.
- AN ACT to facilitate travel and transportation. (Approved and in force February 25, 1867, L. 1867, p. 174.
- 46. Use of behinder.] § 1. Railroads terminating, or to terminate at any point on any line of continuous railroad thoroughfare where there now is or shall be a railroad bridge for crossing of passengers and freight in ears over the same as part of such thoroughfare, shall make convenient connections of such railroads, by rail, with the rail of such bridge; and such bridge shall permit and cause such connections of the rail of the same with the rail of such railroads, so that by reason of said railroads and bridge, there shall be uninterrupted communication over such railroads and bridge as public thoroughfares. But by such connections no corporate rights shall be impaired.
- AN ACT relating to lessees in this State of railroads in adjoining states. [Approved March 30, 1875. In force July 1, 1875. L. 1875, p. 96; Legal News Ed., p. 102.
- 47. Reserva and powers of purchasing from Lessels.] § 1. That all railroad companies incorporated or organized or which may be incorporated or organized under the laws of this State, or of this and any adjoining state, (or of any adjoining state) which now or at any time hereafter may be, in possession of or operating connecting railroads in this state or states adjoining this state under lease in perpetuity or for a period of not less than twenty years, shall have power to purchase or sell the remaining interests, property and franchiese of the lessors of such railroads situated in this or in such adjoining states, on such terms and conditions as may be agreed upon by the parties or their assigns to such lease: Provided, that the railroad company which purchases any railroad in this state shall operate such road and hold such property and franchiese subject to all the rights, privileges, duties and

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obligations prescribed by the general railroad laws of this state enacted or which shall hereafter be enacted for the regulation, government, taxation or control of the railroads organized or which may be organized under the laws of this State. And, provided forther, that this act shall not be construed so as to permit such railroad company to purchase any parallel or competing line of railroad. [As amended by Act approved June 24, 1895. In force July 1, 1895; I. 1895, p. 203; Legal News Ed. p. 207.]

- AN ACT to empower township trustees to sell and convey right of way and depot grounds for the use of railroads crossing school lands. [Approved April 13, 1855. In force July 1, 1855. L. 1855. D. 95. Legal News Ed., p. 101.
- 48. [The act constituting section 46, of which the above is the title, was repealed by act approved and in force May 24, 1889. See Ch. 122, entitled Schools, section 300.]
- AN ACT to facilitate the carriage and transfer of passengers and property by railroad com, panies. | Approved May 24, 1877. | In force July 1, 1877. L. 1877, p. 167; Legal News Ed.-p. 153.
- 49. Power to own and use water craft.] & Be it enacted by the People of the State of Illinois, represented in the General Assembly, That all railroad companies incorporated under the laws of this state, having a terminus upon any navigable river bordering on this state, shall have power to own for their own use any water craft necessary in carrying across such river any ears, property or passengers transported over their lines, or transported over any railroad terminating on the opposite side of such river to be transported over their lines: Provided, that no right shall exist under this act to condemn any real estate for landing for such water craft, or for any other purpose. And this act shall only apply to such railroad companies as own the landing for such water craft: Provided, also, that nothing in this act shall be held to impair or affect any right or privilege granted any ferry company incorporated under the laws of this state; and that all the powers and rights herein granted said railroad companies shall be subject to whatever rights and privileges may have heretofore been granted to any ferry company in this state, and that nothing in this act shall prevent said railroad companies from being subject, in the use of such water craft, to all laws of the State regulating ferries now in force or hereafter to be in force: And, provided, further, that nothing in this act shall be held or construed to authorize any railroad or railway company doing business under any charter granted by this state, to consolidate with any railroad company out of this state, so as to form one continuous line of railroad, or otherwise to alter, modify or repeal any provision of any such charter granted by this state; or to impair the rights of this state as now reserved to it in any such charter.
- AN ACT compelling railroad companies in this State to build and maintain depots for the comfort of passengers and for the protection of shippers of freight at towns and villages on the line of their roads. [Approved May 23, 1877; in force July 1, 1877. L. 1877, p. 165; Legal News Ed., p. 154.
- 50. Raileroads required to build and maintain depots for frieight shall, and they are hereby required to build and maintain depots for the comfort of passengers are in the practice of receiving and delivering passengers such railroad companies are in the practice of receiving and delivering passengers and frieight, at all towns and villages having a population of two hundred (200) or more, on the line of their roads, or roads leased or operated by them. [As a mended by Act approved June 21, 1895. In force July 1, 1895; L. 1895, p. 294; Legal News Ed., p. 208.

Sale or leasing of equipment stock—Residence of directors.

51. Penalty, § 2. Any railroad company in this state failing to comply with the provisions of the preceding section after this act shall go into effect, and within ninety days after notice in writing of its failure to comply with the provisions of said section shall have been served upon any agent of said railroad by the authorized agent of any town or village aggrieved. shall pay for each and every day it shall neglect, the sam of fitty dollars (\$50.00) to be recovered in an arction of debt hefore any justice of (the) peace, in the name of the People of the State of Illinois, in any town or village aggrieved. Said penalty to be paid to said from or village for the school fand.

CONTRACTS FOR SALE OR LEASE OF RAILROAD OR STREET CAR EQUIP-MENT STOCK.

- AN ACT concerning contracts for the conditional sale or lease of railroad, street car equipment and rolling stock and providing for the record thereof. [Approved June 29, 1803. In force July 1, 1805. L. 1803, p. 106; Legal News Ed., p. 106.]
- 52. CONTRACT TO BE IN WHITING.] § 1. Be it caused by the People of the State of Himms, represented to the timened absorbily. That whenever any railroad or street car equipment or rolling stock shall hereafter be sold, leased or board on the condition that the talle to the same not with standing the possession and use of the same by the vender, lessee or bailes shall remain in the vender, lessee or bailes shall remain in the vender, lessee or bailes shall remain in the vender, lessee or bailes shall remain in the vender, lessee or bailes that the terms of the contract, as to the payment of the installments, amounts or remain payable or the performance of other obligations thereunder, shall have been fully compiled with, but also providing that the title thereto shall pass to the vendee, lessee or bailee on full performance of said terms, such contract shall be invaid as to any subsequent judgment creditor or any subsequent parchaser for a valuable consideration without notice, nuless.

First—The same shall be evidenced by writing, duly acknowledged by the vendee, lessee or bailee before some person authorized by law to take acknowledgments of deeds, and in the form proper for acknowledgments of deeds.

Second—Such writing shall be recorded, or a copy thereof filed in the office of the secretary of state, who shall be entitled to receive one dollar for each such copy filed by him.

Third—Each locomotive or car so sold, leased or loaned shall have the name of the vendor, lessor or bailor plainly marked upon both sides thereof, followed by the word owner, lessor, vendor or bailor, as the case may be.

- 53. CONTRACT NOT TO INVALIDATE PRIOR CONTRACT.] § 2. This act shall not be held to apply to or invalidate any contract heretofore made of the character described in the first section, but the same shall be and remain valid if recorded according to the provisions of this act within ninety days from the time this act takes effect.
- REPEAL.] § 3. An act entitled, "An act to render valid leases, bailments and conditional sales of railway rolling stock," approved May 30, 1881, is hereby repealed.

RELATING TO RESIDENCE OF DIRECTORS ON RAILROADS UNDER SPECIAL CHARTERS.

- AN ACT in relation to the residence of directors on railroads organized under special charters. [Approved and in force June 17, 1893. L. 1893, p. 107; Legal News Ed., p. 117]
- 5.5. DEFINES DIRECTORS RESIDENCE, § 2.1. Be it canceled by the Prople of the State of Illinois, represented in the General Assembly, in all cases where any railroad company organized and doing business under any law of this state by which it is required that a majority of the directors of such company shall reside in counties along the line of the road, such requirements shall be construed to

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require such majority of such directors to reside in some or all of the counties along the line of road in this state, actually operated by such company, whether such line be owned by such company or leased thereby, and shall not require that any of the directors of such company shall reside in counties along such part of the line of the road of such company as may have been sold and transferred to any other corporation.

2. EMERGENCY.] § 2. Whereas an emergency exists, therefore, this law shall take effect and be enforced from and after its passage.

UNION DEPOTS.

- AN ACT authorizing the formation of union depots and stations for railroads in this state.

 [Approved April 7, 1875. In force July 1, 1875. L. 1875. p. 97; Legal News Ed., p. 103.]
- 56. Who may form corporation.] & 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That in order to facilitate the public convenience and safety in the transmission of goods and passengers from one railroad to another, and to prevent the unnecessary expense, inconvenience and loss attending the accumulation of a number of stations, any number of persons, not less than five, are hereby authorized to form themselves, or any two or more railroad companies may themselves form or join individuals in forming a corporation for the purpose of constructing, establishing and maintaining a union station for passenger or freight depots, or for both, in any city, town or place in this state, with the necessary officers, and rooms convenient for the same, and appurtenances thereto, and for that purpose may make and sign articles, in which shall be stated the number of years the same is to continue, the city, town or place in which the same is to be located, and the amount of the capital stock of said company, which shall not exceed three millions of dollars, the amount of each share of stock, the names and places of residence of its directors, which shall not be less than five nor exceed fifteen, who shall manage its affairs for the first year, and until others are chosen in their place, and shall also state the amount of stock taken by each subscriber.
- 57. ARTICLES OF ASSOCIATION.] § 2. Any association of persons or corporation, desiring to become incorporated under the provisions of this act, shall present their articles of association to the circuit court of the county in which such city or place is, or to the judge thereof in vacation, with the petition from such members for a certificate of incorporation under the provisions of this act, to which petition shall be added or appended a certificate of at least two railroad companies who have tracks leading into said city, town or place, stating its public utility, and that they expect to make arrangements for its use when it shall be constructed, signed by the presidents of their respective companies.
- 58. Certificate of incordoration,] & 3. If the circuit court, or any indee thereof, in vacation, shall be satisfied that said certificate has been signed by such companies, then the said court or judge upon filing the said petition, articles and certificate aforsersaid, with the elerk of the court, shall grant to the said association a certificate of incorporation, which may be in the following form, to-wit:

And thereupon, upon filing the same, or a certified copy thereof, in the office of the secretary of state the said association, from the time of such filing, shall be a corporation under the laws of this state.

Union depots.

59. CORPORATE FOWERS DEFINED—PROVISOS AND LIMITATIONS,] & 4. Every corporation formed under this act, in addition to the general power—source-red by the laws of this state in relation to corporations, shall have nower—

First—To take and hold such real estate as it may acquire either by conveyance to said corporation, or such as it may acquire under the provisions of this act by condemnation, and which shall be necessary for the transaction of its business.

Second—To take, occupy and condemn any land, and real estate, or any interest therein needed for the establishment of such union station or depot, and necessary approaches thereto, and the same proceedings shall be had therefor as are now or may hereafter be provided by law, concerning the condemnation of lands for or by railroad companies in this state, so far as such laws are applicable to the purposes of this act; and when so condemned, the said land, and any interest therein, shall belong to such corporation for the purposes of this act. Provided, that nothing in this act shall be construed to authorize the condemnation of depot grounds of any railroad which is not of the same graage of those joining in the petition: Provided further, that none of the provisions of this act relating to the condemnation of lands, shall extend to any land or lands to which any municipal corporation has a title.

Third—With the consent of the corporate authorities of the city, town or place in which said station or depot is to be constructed, to have the right to lay the necessary track or tracks over, upon or under such streets or roads of said city, town or place as may be necessary to make the necessary connections with railroads proposing to use said union depot, and may, with such consent, also construct such station or depot, under, over or upon any such streets or roads: Provided, that all injury, if any, that may be occasioned to the property fronting on any streets or roads, by the laying of any railroad tracks, or the location of any depot upon such streets or roads, under the provisions of this act, shall be assessed and the assessment paid into the city treasury, to the use of the owners of the property so injured by the corporation shall have the right to lay any track or locate any depot over, under or upon such streets or roads.

Fourth.—From time to time to borrow such sums of money as may be necessary for the construction, completion and furnishing or repairing of such station or depot, and to issue or dispose of their bonds for such amounts, at such prices as they shall think proper, and to mortgage their corporate property and franchises for the purpose of securing the same.

Fifth—To open, from time to time, books of subscription to the remainder of the capital stock not taken by the subscribers to the articles of association. The General Assembly shall have power to enact, from time to time, laws to prevent and correct abuses and to prevent unjust discrimination and extortions in the management and prosecution of the business of any corporation formed under this act, and to enforce such laws by adequate penalties.

60. Term and election of directors, § 5. After the directors named in the articles or corporation shall have served for one year, there shall be an annual election of directors, to be conducted in the manner prescribed in the constitution of this state; the directors so elected shall serve for the ensuing year, and notices of such election, appointing a time and place, shall be given by the directors as originally constituted for the first annual election, and thereafter by their successors in office, which notice shall be published not less than twenty days previous thereto, in some newspaper published in the English language, in the city town or place in which said station or denot is located.

61. No DISCRMINATION.] § 6. There shall be no discrimination against or in favor of any railroad company using or desiring to use the said union depot, but the terms, conditions and regulations adopted for the use of the same, shall be, so far as practicable, uniform, and apply alike to all railroads using or desiring to use said union depot.

FENCING AND OPERATING RAILROADS.

AN ACT in relation to fencing and operating railroads. [Approved March 31, 1874. In force July 1, 1874.

- 62. FENCING TRACK.] § 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly. That every railroad corporation shall, within six months after any part of its line is open for use, erect and thereafter maintain fences on both sides of its road or so much thereof as is open for use, suitable and sufficient to prevent cattle, horses, sheep, hogs or other stock from getting on such railroad, except at the crossings of public roads and highways, and within such portion of cities and incorporated towns and villages as are or may be hereafter laid out and platted into lots and blocks. with gates or bars, at the farm crossings of such railroad, which farm crossings shall be constructed by such corporation when and where the same may become necessary, for the use of the proprietors of the lands adjoining such railroad; and shall also construct, where the same has not aiready been done, and thereafter maintain at all road crossings now existing or hereafter established, cattle-guards suitable and sufficient to prevent cattle, horses, sheep, hogs and other stock from getting on such railroad; and when such fences or cattle-guards are not made as aforesaid, or when such feuces or cattle-guards are not kept in good repair, such railroad corporations shall be liable for all damages which may be done by the agents, engines or cars of such corporation, to such cattle, horses, sheep, hogs or other stock thereon, and reasonable attorney's fees in any court wherein suit is brought for such damages, or to which same may be appealed; but where such fences and gnards have been duly made and kept in good repair, such railroad corporation shall not be liable for any such damages, unless negligently or wilfully done. [As amended by act approved May 29, 1879. In force July 1, 1879. L. 1879, p. 224: Legal News Ed., p. 170.
- 63. RIGHT OF WAY CLEAR OF COMBUSTIBLES,] § 12. It shall be the duty of all *809 Tailroad corporations to keep their right of way clear from all dead grass, dry weeds, or other dangerous combustible material, and for neglect shall be liable to the penalties named in section 1.
- 64. ALLOWING, ETC., ANIMAL ON RIGHT OF WAY—BERAKING FENCE, ETC.] § 2. If any person shall ride, lead or drive any horse or other animal upon the track or lands of such railroad corporation, and within such fences or guards (except to cross at farm or road crossings) without the consent of the corporation; or shall tear down, or otherwise render insufficient to exclude stock, any part of such fence, guards, gates or bars—or shall leave the gates or bars at farm crossings open or down—or shall leave horses or other animal-standing upon farm or road crossings, he shall be liable to a penalty of not less than \$10, nor more than \$100, to be recovered in an action of debt, before any court having competent jurisdiction thereof, in the name of such railroad corporation, and for the use of the school fund in the county, and shall pay all damages which shall be sustained thereby to the party aggrieved. [L. 1855, p. 174, § 3.
- 65. When company needed to be used to be used to be used to the last a company of the needed to the last adjoining such railroad corporation. Whenever a cot the lands adjoining such railroad, or over or through which the railroad track is or may be laid, may give notice, in writing, to such corporation, or the lessees thereof, or the persons operating such railroad, to build such fence, gate, bars or farm crossings within thirty days for repair said fence, gate, bars or farm crossings, as the ease may be, within ten days,) after the service of said notice. Such notice shall describe the lands on which said fence, gates, bars or farm crossings are required to be built or repaired. Service of such notice may be made by delivering the same to any station agent of said railroad corporation or the persons operating such railroad. [L. 1860, p. 315, § 1.]
- 66. Adjoining owner may build and recover. \(\begin{aligned}
 & 4. If the party so notified shall refuse to build or repair such fence, gates, bars or farm cross-

ings, in accordance with the provisions of this act, the owner or occupant of the land required to be fenced shall have the right to enter upon the land and track of said railroad company, and may build or repair such fence, gates, bars or farm crossings, as the case may be, and the person so building or repairing such fence, gates, bars or farm crossings, shall be entitled to double the value thereof from such corporation, or party actually occupying or using such railroad, to be recovered, with interest at one per cent per month, as damages, from the time such fence, gates, bars or farm crossings were built or repaired, in any court of competent jurisdiction, together with costs, to be taxed by the court. [L. 1890, p. 315, § 2.

- 67. Boards at (rossings.) § 5. Every railroad corporation shall cause boards, well supported by posts or otherwise, to be placed and constantly maintained upon each public road or street, where the same is crossed by its railroad on the same level. Said boards shall be elevated so as not to obstruct the travel, and to be easily seen by travelers. On each side of said boards shall be painted in capital letters, of at least the size of nine inches each, the words "railroad crossing," or "look out for the cars." This section shall not apply to streets in cities or incorporated towns or villages, unless such railroad corporation shall be required to put up such boards by the corporate authorities of such cities, towns or villages: Provided, that when warning boards have already been erected, under existing laws, the maintenance of the same shall be a sufficient compliance with the requirements of this section. [2d L. 1849, p. 32, 33.
- 68. Bell and whistle—(rossings) § 6. Every railroad corporation shall cause a bell of at least thirty pounds weight, and a steam whistle placed and kept on each locomotive engine, and shall cause the same to be rung or whistled by the engineer or fireman, at the distance of at least eighty rods from the place where the railroad crosses or intersects any public highway, and shall be kept ringing or whistling until such highway is reached. [L. 1869, p. 308, § 1].
- 69). Killing stock—resolvenence term.] & 61-2. Any engineer, [800] or person having charge of and running any railroad engine or locomotive, who shall wilfully or maliciously kill, wound or disfigure any horse, cow, mule, hog, sheep or other useful animal, shall, upon conviction, be fined in the sum of not less than the value of the property so killed, wounded or disfigured, or confined in the county jail for a period of not less than ten days; and any such engineer or fireman, or other person, who shall wantonly or unnecessarily blow the engine whistle, so as to frighten any team, shall be liable to a fine of not less than \$10 nor more than \$50. [See "Criminal Code," ch. 38, \$194.
- 70. STARTING TRAIN WITHOUT SIGNAL.] \$ 7. If any engineer on any railroad shall start his train at any station, or within any city, incorporated town or village, without ringing the bell or sounding the whistle a reasonable time before starting, he shall forfeit a sum not less than \$10 nor more than \$100, to be recovered in an action of debt in the name of the People of the State of Illinois, and such corporation shall also forfeit a like sum, to be recovered in the same manner.
- 71. APPROACHES AT CHOSSINGS,] § 8. Hereafter, at all of the railroad corporations of highways and streets in this state, the several railroad corporations in this state shall construct and maintain said crossings, and the approaches thereto, within their respective rights of way, so that at all times they shall be safe as to persons and property. [L. 1899, p. 372, § 1.
- 72. Neglect TO MAKE, ETC., CROSSING—NOTICE.] § 9. Whenever any railroad corporation shall neglect to construct and maintain any of its crossings and approaches, as provided in section 5 of this act, it shall be the duty of the proper public authorities, having the charge of such highways or streets, to notify, in writing, the nearest agent of said railroad corporation of the condition of said crossing or approaches, and direct the same to be constructed, altered or repaired in such manner as they shall deem necessary for the safety of persons and property.

73. WHEN COMPANY NEGLECTS, AUTHORITIES TO CONSTRUCT, ETC. 2 [10] any railroad corporation of this state shall, after having been notified, as provided in section 9 of this act, neglect or refuse to construct, after or repair such erossing or approaches within thirty days after such notice, then said public authorities shall forthwith cause such construction, alteration or repairs to be made.

74. Company to pay expense and \$100.] § 11. Said railroad corporation shall be holden for all necessary expenses incurred in making such construction, alteration and repairs, and in addition thereto shall be liable to a fine of \$100 for such neglect to comply with the requirements of this act, which fine shall be enforced by the said public authorities, in the name of the People of the State of Illinois, before any court of competent jurisdiction in the county. Such fine, when collected, to be paid into the treasury of the

authoritles enforcing the fine.

75. Draw erdoge—ralifold crossing, ETC.—STOP.] § 12. All trains running on any railroad in this state, when approaching a crossing with another railroad upon the same level, or when approaching a swing or draw bridge, in use as such, shall be brought to a full stop before reaching the same, and within eight hundred (800) feet therefrom, and the engineer or other person in charge of the engine attached to the train shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding to pass the bridge or crossing. [As amended by act approved June 19, 1885. In force July 1, 1885. L. 1885, Legal News Ed. p. 177.

- Penalty.] § 13. Every engineer or other person having charge of 76. such engine, violating the provisions of the preceding section, shall be liable to a penalty of two hundred dollars for each offense, to be recovered in an action of debt in the name of the People of the State of Illinois, and the corporation on whose road such offense is committed, shall be liable to a penalty of not exceeding two hundred dollars, to be recovered in like manner, the amount so recovered to be paid into the treasury of the county in which the offense occurs, but no recovery shall be had in any case for any offense committed more than sixty days prior to the commencement of the action. The provisions of this and of the preceding section shall extend to and govern all cases of neglect or failure to stop the train as required by law before passing any bridge or railroad crossing, whether occurring before or after the said provisions shall take effect, and no act or part of an act inconsistent with such operation and effect being given to this law shall in any way apply hereto. [As amended by act approved June 19, 1885. In force July 1, 1885. L. 1885. Legal News Ed., p. 178.
- 76a. Two or more railroadous crossing each of there or state of Illinois, represented in the General Assembly, That when and in case two or more railroads crossing each other at a common grade, or any railroad crossing any stream or harbor by swing or draw bridge shall, by a system of interlocking and automatic signals, or by other works, fixtures and machinery to be erected by them, or either of them, render it safe for "ngines and trains to pass over such crossing or bridge without stopping, and such system of interlocking and signals, works or fixtures shall first be approved by the Railroad and Warehouse Commissioners, or any two of them, and a plan of such interlocking and signals, works and fixtures for such crossing designating the plan of crossing shall have been filed with such Railroad and Warehouse Commissioners then, and in that case, it is hereby lawful for the engines and trains of any such railroads to pass over said crossing or bridge without stopping, any law, or the provisions of any law, now in force to the contrary notwithstanding; and all such other provisions of laws centrary thereto are hereby declared not to be applicable in such case. *Provided, that the said Railroad and Warehouse Commissioners shall have power in case such interlocking system, in their judgment, shall by experience prove to be unsafe or impracticable to order the same

to be discontinued. (1) [As amended by act approved May 29, 1891. In force July 1.1891. L. 1891, p. 179. Legal New Sci., p. 124. Sec. §§ 205 and 206 for act of 1889 in relation to the crossing of one railway by another, etc.

- 76b. CIVIL EVALUEER TO EXAMINE SYSTEM, ETC.—COMPENSATION.] § 2. The said Railroad and Warehouse Commissioners may appoint a competent civil engineer to examine such proposed system and plans, and report the result of such results of such
- 77. NOT TO OBSTRUCT HIGHWAY—STONING, ETC., TRAIN.] § 14. No rail-road corporation shall obstruct any public highway by stopping any train upon, or by leaving any car or locomotive engine standing on its track where the same intersects or crosses such public highways, except for the purpose of receiving or discharging passengers or freight, or for taking in or setting out cars, or to receive the necessary fuel and water, and in no case to exceed ten minutes for each train, car or locomotive engine.
- Any person who shall throw any stone, or other hard substance at any railroad car, train or locomotive, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be fined in any sum not more than \$290.00, and shall stand committed to the county jail until such fine and costs shall be paid. [As amended by Act approved June 21, 1895. In force July 1, 1895; L. 1895, p. 293; Legal News Ed., p. 298.]
- 78. Penalty.] § 15. Every engineer or conductor violating the provisions of the preceding section shall, for each offense, forfeit the sum of not less than \$10 nor more than \$100, to be recovered in an action of debt, in the name of the People of the State of Illinois, for the use of any person who may sue for the same, and the corporation on whose road the offense is committed shall be highle for the like sum.
- 79. Minors to keep off cars.] § 17. No person or minor shall climb, jump, step, stand upon, cling to, or in any way attach himself to anylocomotive engine or car, either stationary or in motion, upon any part of the track of any rathoad, unless in so doing he shall be acting in compliance with law, or by permission, under the hawful rules and regulations of the corporation then owning or managing such railroad.
- 80. Railroad agent, etc., to make complaint, § 18. Whenever any officer, agent, or employ of any railroad corporation shall have any information that any person or minor has violated any of the provisions of the preceding section, and has thereby endangered himself, or caused reasonable alarm to others, said officer, arent, or employe shall, without unnecessary delay, make complaint of such offense against such person or minor before some justice of the peace.
- 81. Penalty.] § 19. Any person or minor who shall violate any of the provisions of the seventeenth section of this act shall be punished by a fine not exceeding \$25, to be recovered in an action of debt, in the name of the People of the State of Illimois, before a justice of the peace, or, upon conviction, by imprisonment in the county jail, or other place of confinement, for a period not exceeding twelve hours.

⁽¹⁾ AN ACT in regard to the dangers incident to railroad crossings on the same level. [Approved June 3, 1887. In force July 1, 1887. L. 1887, p. 252; Legal News Ed., p. 188.

- 82. THREE PRECEDIN: SECTIONS POSTED.] § 29. The several railroad corporations in this state shall, without unnecessary delay, cause printed copies of the three preceding sections of this act to be kept posted in conspicuous places at all their stations along their limes of railroad in this state. Every railroad corporation that shall neglect to post, and keep posted, such notices as required by this section, shall, for each offense, torfeit the sum of \$50, to be recovered in an action of debt, in the name of the People of the State of Illinois.
- 83. No freegiff, etc., cars behind passeners.] § 21. In no train shall freight, merchandise or lumber cars be run in the rear of passenger cars, and if such cars, or any of them, shall be so run, the officer or agent who so directed, or knowingly suffered such arrangement to be made, shall each be deemed guilty of a misdemeanor, and punished accordingly. [2d L. 1849, p. 31, § 37.
- MUST FURNISH CARS AND TRANSPORT PASSENGERS AND PROPERTY-WHEN.] & 22. Every railroad corporation in the state shall furnish, start and run cars for the transportation of such passengers and property as shall. within a reasonable time previous thereto, be ready or be offered for transportation at the several stations on its railroads and at the junctions of other railroads, and at such stopping places as may be established for receiving and discharging way-passengers and freights; and shall take, receive, transport and discharge such passengers and property, at, from and to such stations, junctions and places, on and from all trains advertised to stop at the same for passengers and freight, respectively, upon the due payment or tender of payment of tolls, freight or fare legally authorized therefor, if payment shall be demanded, and such railroad companies shall at all junctions with other railroads, and at all depots where said railroad companies stop their trains regularly to receive and discharge passengers in cities and viflages, for at least one-half hour before the arrival of, and one-half hour after the arrival of any passenger train, cause their respective depots to be open for the reception of passengers; said depots to be kept well lighted and warmed for the space of time aforesaid. [As amended by act approved June 25, 1883. In force July I, 1883. L. 1883, p. 125; Legal News Ed., p. 100.
- 85. Depots to be kept open—benalty.] \$23. In the case of the per fusial of such corporation or railroad company, or its agents, to take, receive and transport any person or property, or to deliver the same within a reasonable time, at their regular or appointed time and place, or to keep their said depots open, lighted and warmed according to the provisions of the preceding section of this act, such corporation or railroad company shall pay to the party aggrieved, treble the amount of damages sustained thereby, with costs of suit; and in addition thereto, said corporation or railroad company shall forfeit a sum of not less than twenty-five dollars, nor more than one thousand dollars for each offense, to be recovered in an action of debt, in the name of the People of the State of Illinois—the treble damages for the use of the party aggrieved, and the forfeiture for the use of the school fund of the county in which the offense is committed. [As amended by net approved June 25, 1883. In force July 1, 1883. L. 1883, p. 125; Legal News Ed., p. 101.
- 86. Texas cartee.] § 232. In any suit brought for a violation of "An act concerning the transportation of Texas or therefore attle," approved April 16, 1893, the consigner of any by stores or the video cattle, "by approved April 16, 1893, the consigner of any by stores or the video cartee of this state shall constitute the offense created by this act, if he be widen not this state, and if not the consignee, if he shall have knowledge of and consent to such consignement, of any such live stock, shall be made a joint defendant with any railroad or transportation company which may be such for the offense aforesaid, and the said consigner, or consignee, shall suffer jointly any penalty passed upon any such railroad or transportation company for any violation of the act aforesaid. Any action brought for a violation of the act aforesaid, must be commenced within the eighteen months next succeeding the bringing of the cattle into this state, on account of which the action may be brought. Any railroad company who shall transport any Texas, Cherokee or diseased earthe in violation of the aforesaid act, without knowing them

be such, may recover from any consignor or consignee any sum of money it may be compelled by the judgment of any court to pay for the transportation of such cattle, and the record of the judgment against the said company shall in any suit, against any such consignor or consignee, be evidence of the amount of damages to be recovered, with interest from the time of payment: Provided, that nothing in this section shall be construed to affect any right existing or suit pending. (See "Animals," ch. 8)

- 87. Seefe through cities, etc.—Dammers,] \$24. Whenever any radroad corporation shall by itself or agents, run any train, locomotive engine, or car, at a greater rate of speed in or through the incorporated limits of any city, town or village, than is permitted by any ordinance of such city, town or village, the incorporation shall be liable to the person aggrieved for car; and the same shall be presumed to have been done by the negligence of said corporation or their agents; and in addition to such penalties as may be provided by such city, town or village, the person aggrieved by the violation of ony of the provisions of this section, shall have an action against such corporation, so violating any of the provisions to recover a penalty of not less than one hundred dellars (1900), nor more than two hundred dollars (2000), to be recovered in any court of competent jurisdiction; said action to be an action of debt, in the name of the People of the State of Illinois, for the use of the person aggrieved; but the court or jury trying the case may reduce said penulty to any sum, not less, however, than fifty dollars (200), where the off-use committed by such violation may appear not to be maincious or willial; Tozondot, that no such ordinance shall limit the run of speed, in case of passenger trains to less than ten niles per hour, nor any ordinary ordinary constructions than as multisper hour. [As amended by act appreved May 22, 1877. In torce duty 1, 1877. L. 1877. p. 165; Legel News Ed., p. 170, L. 1867. p. 103, 24, 27.
- 883. Time or store at stations.] § 25. Every railroad corporation shall conset to passenger trains to stop upon its arrived at each station advertised to such corporation is a piace for receiving and discharging passengers, upon and from such trains, a sufficient length of time to receive and let off such passengers with safety; Proceded, all regular passenger trains shall stop a sufficient length of time at the railroad station of county seats, to receive and let off passengers with safety; But provided further, that where three (3) require passenger trains each way each day are so stopped at the railroad stations of county seats on any division of any railroad in this state, it shall be leaven for not more than two through express or mail passenger trains carrying mail or express and passengers from one state to another, each way each day, to pass through the railroad stations of county seats on such division in this state without stopping. As amended by act approved April 11, 1899. In 1989. In 1989, In 1989, In 1989, In 1989.
- 80. Brakeman, fre., on passenger cans.] § 26. No railroad corporation shall run or permit to be run upon its railroad any train of ears moved by steam power, for the transportation of passengers, unless there is placed upon the train one trusty and skillful brakeman for every two ears in the train, or unless the brakes are efficiently operated by power applied from the locomotive.
- 90. BRAKEMAN ON THEF-HT CAIS.] § 27. No railroad corporation shalf run or permit to be run upon its railroad any train of ears, for the transportation of merekandise or other freight, without a good and sathleten brake attached to the rear or hind-most ear of the train, and a trusty and skillful brakeman stationed upon said car, unless the brakes are efficiently operated by power applied from the locomotive.
- 91. Damages—Permalty, § 28. If any railroad corporation shall violate any of the provisions of the three preceding sections, it shall be liable to the person aggrieved for all damages done to person or properly by reason thereof, with costs of sait; and in addition thereto, said corporation shall forfielt the sum of not less than \$100 nor more than \$500, for each offense, to

be recovered in an action of debt, in the name of the People of the State of Illinois, for the use of any person aggrieved, before any court of competent jurisdiction.

- 92. CHECKS OR RECEIPTS FOR RAGGARE.] § 28. Every railroad corporation, when requested, shall give checks or receipts to passengers for their ordinary baggage, when delivered for transportation on any bassenger train, which baggage shall, in no case exceed one hundred pounds in weight for each passenger, and shall deliver such baggage to any passenger upon the surrender of such checks or receipts. Any such corporation wilfully refusing to comply with the requirements of this section, shall pay a fine of not less than \$10 nor more than \$100, which may be recovered before any court of competent jurisdiction, in an action of debt, in the name of the People of the State of Illinois, for the use of the person aggrieved: Provided, that no passenger shall be entitled to receive checks or receipts for any baggage unless he shall have paid or lendered the lawful rate of fare for his transportation to the proper agent for such corporation.
- 93. Baggage Smarking.] § 20. Any person employed by a railroad corporation in this state, who shall wildfully, carelessly or negligently break, injure or destroy any baggage, shall be hable for the amount of damage to the owner thereof, and may be arrested, and, on conviction before a justice of the peace, be fined in any sum not exceeding \$200, and held in custody or confined in the county jail until such fine shall be paid: Provided, that the remedy hereby given against such employe shall not lessen the liability of such corporation [See "Criminal Code," eb. 38, § 193.
- 94. Putting off passengers, 1 \$31. If any passenger on any railroad car or train shall refuse, npon reasonable demand to pay his lawful fare, or shall, upon such ear or train, use abusive, threatening, vulgar, obseene or profane language thereon, or shall so conduct himself as to make his presence offensive or unsafe to passengers thereon, it shall be lawful for the conductor of the train to remove, or cause to be removed, such passenger from the train; but if such conductor shall use, or cause or permit to be used, unreasonable force or violence, he shall be liable for all damages, to the person injured thereby: Provided, that the recovery and satisfaction of damages, under the provisions of this section shall not lessen the liability of or the amount of the damage that such corporation may be liable to for such acts. [As amended by act approved June 3, 1889. In 160cc July 1, 1889. L. 1889, p. 224.
- 95. Badee.] § 32. Every conductor, baggage-master, brakeman, or other servant of any railroad corporation in this state, employed on a passenger train, or about the passenger depots, shall wear upon his hat or cap a badge which shall indicate his office. No conductor without such badge shall demand, or be entitled to receive from any passenger, [*813] any fare, toll or ticket, or exercise any of the powers of his office: and neither shall any other of said officers or servants, without such badge, be authorized to meddle or interfere with any passenger, his baggage or property.
- 96. Common law liability not to be limited § 33. That whenever my property is received by any railroad corporation to be transported from one place to another, within or without this State, it shall not be lawful for such corporation to limit its common law liability safely to deliver such property at the place to which the same is to be transported, by any stipulation or limitation expressed in the receipt given for the safe delivery of such property.
- 97. TO FURNISH AN, SAW, SLEDGE, ETC., FOR EACH CAR.] § 31. That every railroad corporation shall furnish each ear used for the transportation of passengers with one woodman's ax, one hand saw, one sledge hammer and two leather buckets; said articles to be kept in good repair, ready for instant use, and in some convienent place in such ear, easy of access in case of collision or other accident.

^{*}Note-The act amending this section contains the following. 2. All acts or parts of acts in conflict with this act are hereby repealed.

- 98. COTPINOS.] § 34-6. It shall be the duty of all railroad corporations operating any railroad in this state, to provide seen of their passenger cars as are used in trains with some suitable automatic coupling, or other coupling which will secure personal safety, within one year from the time this law goes into effect, and any company refusing or neglecting to provide such automatic coupling, or other couplings which will secure personal safety, for each passenger car so used in trains, shall be liable to a fine of not less than \$25 nor more than \$50.
- FLAGMEN-SHELTER. | 2 35. In all cases where the public authorities having charge of any street over which there shall be a railroad crossing. shall notity any agent of the corporation owning, using or operating such railroad that a flagman is necessary at such crossing, it shall be the duty of such railroad company, within sixty days thereafter, to place and retain a flagman at such crossing, who shall perform the duties usually required of flagman; and such flagman is hereby empowered to stop any and all persons from crossing a railroad track when, in his opinion, there is danger from approaching trains or locomotive engines; and any railroad company refusing or neglecting to place flagmen as required by this section, shall be liable to a fine of \$100 per day for every day they shall neglect or refuse to do so; and it is hereby made the duty of such public authorities having charge of such street, to enforce the payment of such fine, by suit, in the name of the town of municipal corporation wherein such crossing shall be situate, before any court of competent jurisdiction in the county, and the prosecuting attorney shall attend to the prosecution of all suits as directed by said public authorities. All the moneys collected under the provisions of this act shall be paid into the treasury of the town or municipal corporation in whose name such suits shall have been brought: Provided, that when any railroad company is required to keep a flagman at a crossing, it shall have the right to erect and maintain in the highway or street crossed a suitable house for the shelter of such flagman, the same to be so located as to create the least obstruction to the use of such street or highway, and afford the best view of the railroad track in each direction from such crossing. [L.: 1809, p. 314, § 8.
- 100. PENALTIES.] § 36. If any railroad corporation, or any of its agents, servants or employes, shall violate any of the provisions of this act, such corporation, agent, servant or employe shall, severally, unless otherwise herein provided, be liable to a fine of not less than \$10 nor more than \$200, to be recovered in an action of debt, in the name of the People of the State of Illinois, for the use of any person aggrieved, before any court of competent jurisdiction.
- 101. Corioration defined. 3 37. The word "corporation." as used in this act, shall be construed to include all companies, lesses, contractors, persons, or a-sociation of persons, owning, operating or using any railroads in this state.
- 102. Street railroads.] § 38. This act shall not apply to horse cars or street railroads.
 - § 39, repeal, omitted. See "Statutes," ch. 131, § 5.
- AN ACT relating to fires caused by locomotives. [Approved and in force March 29, 1869, Laws 1869, p. 312.]
- 103. First by Locomotives.] § 1. Be it control by the Prople of the State of Hulmor, represented in the General Assembly. That in all actions against any person or incorporated company for the recovery of damages on account of any injury to any property, whether read or personal, occasioned by fire communicated by any locomotive engine while upon or passing along any railroad in this state, the fact that such fire was so communicated shall be taken as full prima fercie evidence to charge with negligence the corporation, or person or persons who shall, at the time of such injury by fire, be in the use and occupation of such railroad, either as owners, lessees or mort-

Obstructing the operation of vailroads.

gagees, and also those who shall at such time have the care and management of such engine; and it shall not, in any case, be considered as negligence on the part of the owner or occupant of the property injured, that he has used the same in the manner, or permitted the same to be used or remain in the condition it would have been used or remained had no railroad passed through or near the property so injured, except in cases of injury to personal property which shall be at the time upon the property occupied by such railroad. This act shall not apply to injuries already committed.

104. ACT TAKES EFFECT.] § 2. This act shall take effect and be in force from and after its passage

AN ACT to amend an act entitled "An act for the protection of passengers on railrosds," approved May 14 1877. In force July 1, 1876. [Approved May 29, 1879. In force July 1, 1879. Laws 1879, p. 223; Lecal News Ed., p. 171.

Section 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That an act entitled "An act for the protection of passengers on railroads," approved May 14, 1877, in force July 1, 1877, be amended so as to read as follows: "An act for the protection of passengers on railroads and steamboats."

105. Conductors invested with police powers. 7 \$ 2. That the conductors of all railroad trains, and captain or master of any steamboat carrying passengers within the jurisdiction of this State, shall be invested with police powers while on duty on their respective trains and boats.

106. EJECTION OF PASSENGER FROM TRAIN.] § 3. When any passenger shall be guilty of disorderly conduct, or use of any obscene language, to the annoyance and vexation of passengers, or play any games of cards, or other games of chance for money or other valuable thing, upon any railroad train or steamboat, the conductor of such train and captain or master of such steamboat is hereby authorized to stop his train or steamboat, at any place where such offense has been committed and eject such passenger from the train or boat, using only such force as may be necessary to accomplish such removal, and may command the assistance of the employes of the railroad company or steamboat, or any of the passengers to assist in such removal: but before doing so he shall tender to such passenger such proportion of the fare he has paid as the distance he then is from the place to which he has paid his fare, bears to the whole distance for which he has paid his fare.

 When passenger may be arrested. 4. When any passenger shall be guilty of any crime or misdemeanor upon any train, or steamboat, the conductor, captain, or master, or employes of such train or boat, may arrest such passenger and take him before any justice of the peace, in any county through which such boat or train may pass, or in which its trip may begin or terminate, and file an affidavit before such justice of the peace, charging him with such crime or misdemeanor,

AN ACT to prohibit any person from obstructing the regular operation and conduct of the business of railroad companies or other corporations, firms or individuals. [Ap-proved June 2, 1877. In force July I, 1877; L. 1877, p. 1877. Legal News Ed., p. 155.]

108. Engineer not to abandon engine.] § 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly. If any locomotive engineer, in furtherance of any combination or agreement, shall wilfully and maliciously abandon his locomotive upon any railroad at any other point than the regular scheduled destination of such locomotive, he shall be fined not less than twenty dollars, nor more than one hundred dollars, and confined in the county jail, not less than twenty days, nor more than ninety days.

To prevent frauds upon travelers, ect.

- 109. PERSONS OBSTRUCTION BUSINESS OF RAILROAD—PINE.] \$2. If any person or persons shall wilffully or maliciously, by act or means of intimidation, impede or obstruct, except by due process of law, the regular operation and conduct of the business of any railroad company or other corporation firm or individual in this state, or of the regular running of any locomotive engine, freight or passenger train of any such company, or the labor and business of any such corporation, firm or individual, he or they shall, on the conviction thereof, be punished by a fine not less than twenty dollars, (\$20,00), nor more than two hundred dollars, (\$20,00), and contined in the county jail not less than twenty nor more than musty days.
- 110. Consequent to impede a similar solutions of two or more persons shall wiffing and maliciously combine or compire together to obstruct or impede by any act, or by means of intunidation, the regular operation and conduct of the business of any railroad company or any other corporation. Firm or individual in this state, or to impede, hinder or obstruct, except by due process of law, the regular running of any locomotive engine, freight or passenger train on any railroad, or the labor or business of any such corporation, firm, or individual, such persons shall, on conviction thereof, be punished by fine not less than twenty dollars (\$200.00), and confined in the county jail not less than twenty days, nor more than ninety days.
- 111. CONSTRUCTION OF ACT. 3.4. This act shall not be construed to apply to ease of persons voluntarily quitting the employment of any railroad company or such other corporation, firm or individual, whether by concert of action or otherwise, except as is provided in section on 0.10 of this act.
- AN ACT to prevent frauds upon travelers and owner or owners of any railroad, steamboat, or other conveyance for the transportation of passengers. [Approved April 19, 1875. In force July 1, 1875. L. N.5., S. St. Legal News Ed., p. 101.]
- 112. OWNER TO FURNISH AGENT CERTIFICATE OF AUTHORITY TO SELL TURKETS.] § 1. Be it constel by the People of the State of Illinois, represented in the General Assembly. That it shall be the duty of owner or owners of any railroad or steamboat for the transportation of passengers, to provide each agent who may be authorized to sell tickets, or other certificates entitling the holder to travel upon any railroad or steamboat, with a certificate setting forth the authority of such agent to make such sales; which certificate shall be duly attested by the corporate seal of the owner of such railroad or steamboat.
- 113. Not Lawful for person not having such authority to sell the authority, a fast it shall not be lawful for any person not possessed of such authority, so evidenced, to sell, barrer or transfer, for any consideration whatever, the whole or any part of any tick to a tickets, passes, or other evidence of the holder's title to travel on any railroad or steamboat, whether the same be situated, operated or owned within or without the limits of this state.
- 114. PINMARY FOR WOLATING ACT.] 33. That any person or persons violating the provisions of the second section of this act shall be deemed guilty of misdementor, and shall be liable to be punished by a fine not exceeding five hundred dollars, and by imprisonment not exceeding one year, or either, or both, in the discretion of the court in which such person or persons shall be convicted.
- 115. ALENT TO EXHIBIT CERTIFICATE ON REQUEST. 24. That it shall be the duty of every agent who shall be authorized to sell tickets, or parts of tickets, or other evidences of the holder's right to travel, to exhibit to any person desiring to purchase a ticket, or to any officer of the law who may request him, the certificate of his authority thus to sell, und to keep and certificate posted in a conspicious place in his office for the information of travelets.

To prevent frauds upon travelers, etc.

- 116. Duty of owner to provide for redemption of tickers.] † 5. That it shall be the duty of the owner or owners of railroad or steamboat, by their agents or managers, to provide for the redemption of the whole, or any parts or coupons of any ticket or tickets, as they may have sold, as the purchaser, for any reason, has not used, and does not desire to use, at a rare which shall be equal to the difference between price paid for the whole ticket and the cost of a ticket between the points for which the proportion of said tick-t was actually used; and the sale by any person of the unused portion, as provided for in this section, shall be deemed to be a violation of the provisions of this act, and shall be punished as hereinbefore provided: Fround that this act is shall not prohibit any person who has purchased a ticket from any agent authorized by this act, with the bone bide intention of traveling upon the same, from selling any part of the same to any other person.
- 117. PENALTY FOR FAILURE TO REDEEM TICKETS.] § 6. Any railroad or steamboat company that shall, by any of its agents in this state, refuse to redeem any of its tickets or parts of tickets as prescribed in section five of this act, shall pay a fine of five hundred dollars for each offense, to the People of the State of Illinois, and it shall be unlawful for said company, subsequent to such refusal, to sell any ticket or tickets in this state until such fine is paid.

RECEIVING, CARRYING AND DELIVERING GRAIN.

AN ACT regulating the receiving, transportation and delivery of grain by railroad corporations, and defining the duties of such corporations with respect thereto. [Approved April 25, 1571. In force July 1, 1871. L. 1871, p. 636.

118. RECEIVE AND CARRY GRAIN WITHOUT DISTINCTION.] § 1. Be it enected by the People of the State of Hilmois, represented in the General Assembly. That every railroad corporation, chartered by or organized under the laws of this State or doing business within the limits of the same, when desired by any person wishing to ship any grain over its road, shall receive and transport such grain in bulk, within a reasonable time, and load the same either upon its track, at its depot, or in any warehouse adjoining its track or side track, without distinction, discrimination or favor between one shipper and another, and without distinction or discrimination as to the manner in which such grain is offered to it for transportation, or as to the person, warehouse or place to whom or to which it may be consigned.

WEIGHING IN—RECEIPT.] And at the time such grain is received by it for transportation, such corporation shall carefully and correctly weigh the same, and issue to the shipper thereof a receipt or bill of lading for such grain, in which shall be stated the true and correct weight.

WEIGHING OUT—SHRINKAGE.] And such corporation shall weigh out and deliver to such shipper, his consignee or other person entitled to receive the same, at the place of delivery, the full amount of such grain, without any deduction for leakage, shrinkage or other loss in the quantity of the same.

DAMAGES.] In default of such delivery, the corporation so failing to deliver the full amount of such grain shall pay to the person entitled therether the full market value of any such grain not delivered at the time and place when and where the same should have been delivered.

EVIDENCE—SHORTAGE.] If any such corporation shall, upon the receipt by it of any grain for transportation, neglect or refuse to weigh and receipt for the same, as aforesaid, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain so shipped, shall be taken as true, as to the amount so shipped; and in ["S15] case of the neglect or refusal of any such corporation, upon the delivery by them of any grain, to weigh the same, as aforesaid, the sworn statement of the person to whom the same was delivered, or his agent having personal knowledge of the weight thereof, shall be taken as true, as to the amount delivered. And if, by such

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statements it shall appear that such corporation has failed to deliver the amount so shown to be slipped, such corporation shall be liable for the shortage, and shall pay to the person entitled thereto the full market value of such shortage, at the time and place, when and where the same should have been delivered. [See § 79.

- Scales-weighing-penalties.] § 2. At all stations or places from which the shipments of grain by the road of such corporation shall have amounted during the previous year to fifty thousand (50,000) bushels or more, such corporation shall, when required so to do by the persons who are the shippers of the major part of said fifty thousand bushels of grain, erect and keep in good condition for use, and use in weighing grain to be shipped over its road, true and correct scales, of proper structure and capacity for the weighing of grain by car load in their cars after the same shall have been loaded. Such corporation shall carefully and correctly weigh each car upon which grain shall be shipped from such place or station, both before and after the same is loaded, and ascertain and receipt for the true amount of grain so shipped. If any such corporation shall neglect or refuse to erect and keep in use such scales when required to do so as aforesaid, or shall neglect or refuse to weigh in the manner aforesaid any grain shipped in bulk from any station or place, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain shipped, shall be taken as trne as to the amount so shipped. In case any railroad corporation shall neglect or refuse to comply with any of the requirements of section first, second and fifth of this act, it shall, in addition to the penalties therein provided, forfeit and pay for every such offence and for each and every day such refusal or neglect is continued the sum of one hundred dollars (\$100), to be recovered in an action of debt before any justice of the peace, in the name of the People of the State of Illinois, such penalty or forfeiture to be paid to the county in which the suit is brought, and shall also be required to pay all costs of prosecution, including such reasonable attorney's fees as may be assessed to procession, meaning such reasonable attorney's fees as may be assessed by the justice before whom the case may be tried. [As amended by act approved May 18, 1877. In force July 1, 1877. L. 1877. p. 168; Legal News Ed., p. 152;
- 120. Delivery-penalty.] § 3. Every railroad corporation which shall receive any grain in bulk for transportation to any place within the state, shall transport and deliver the same to any consignee, elevator, warehouse, or place to whom or to which it may be consigned or directed: Prorided, such person, warehouse or place can be reached by any track owned, leased or used, or which can be used by such corporation; and every such corporation shall permit connections to be made and maintained with its track to and from any and all public warehouses where grain is or may be stored. Any such corporation neglecting or refusing to comply with the requirements of this section, shall be liable to all persons injured thereby for all damages which they may sustain on that account, whether such damages result from any depreciation in the value of such property by such neglect or refusal to deliver such grain as directed, or in loss to the proprietor or manager of any public warehouse to which it is directed to be delivered, and costs of suit, including such reasonable attorney's fees as shall be taxed by the court. And in case of any second or later refusal of such railroad corporation to comply with the requirements of this section, such corporation shall be by the court, in the action on which such failure or refusal shall be found, adjudged to pay, for the use of the People of this State, a sum of not less than \$1,000, nor more than \$5,000, for each and every such failure or refusal, and this may be a part of the judgment of the court in any second or later proceeding against such corporation. In case any railroad corporation shall be found guilty of having violated, failed, or omitted to observe and comply with the requirements of this section, or any part thereof, three or more times, it shall be lawful for any person interested to apply to a court of chancery, and obtain the appointment of a receiver to take charge of and

^{*} Note.-The act amending this section contains the following:

^{2.} All parts of said section in conflict with section one of this act are hereby repealed.

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manage such railroad corporation until all damages, penalties, costs and expenses adjudged against such corporation for any and every violation shall, tog-ther with interest, be fully satisfied.

- 121. RIGHT TO CHANGE CONSIGNMENT.] § 4. All consignments of grain \$806] to any elevator or public warehouse, shall be held to be temporary, and subject to change by the consignee or consignor at any time previous to the actual unboding of such property from the ears in which it is transported. Notice of any change in consignment may be served by the consignee on any be in charge of the business of such corporation at the point where such property is to be delivered; and if, after such notice, and while the same remains uncanceled, such property is delivered in any way different from such altered or changed consignment, such railroad corporation shall, at the election of the consignee or person entitled to control such property, be deemed to have illegally appropriated such property double the value of the property so appropriated; and no extra charge shall be permitted by the corporation having the enviody of such property, in consequence of such change of consignment.
- 122. Refeivor on track—Rights of owners and to label to receive the delivery of grain transported in bulk by any railroad, shall have twenty four hours, free of expense, after actual notice of arrival by the corporation to the consignee, in which to remove the same from the cars of such railroad corporation, if he shall desire to receive it from the cars on the track; which twenty-four hours shall be held to embrace such time as the car containing such property is placed and kept by such corporation in a convenient and proper place for unloading. And it is can be reached by the consignee, or present entitled to receive it, with teams or other suitable means for removing the property from the car, and reasonably convenient to the depot of such railroad corporation at which it is accustomed to receive and unload merchandise consigned to that station or place. Nothing herein contained, however, shall be held to authorize the changing of any consignment of grain, except as to the place at which it is be delivered or unloaded, nor shall such change of consignment, in any degree, affect the ownership or control of property in any other way.
- 123. Receipts and delivery at (rossings, etc.) § 6. Every railroad corporation organized or doing business under the laws of this state, or authority thereof, shall receive and deliver all grain consigned to its care for transportation at the crossings and junctions of all other railroads, canals, and navigable rivers. Any violation of this section shall render any such railroad corporation subject to the same penalty as contained in section 3 of this aet.
 - [§ 7, repeal, omitted. See "Statutes," ch. 131, § 5,]

EXTORTION AND UNJUST DISCRIMINATION.

- As A.r. to prevent exterion and unjust discrimination in the rates charged for the transportation of passengers and freights on rationals in this state only to must it the sumand preserble a mode of procedure and rules of evidence in relation thereto, and to repeal an act entitled "An act to prevent unjust discriminations and extortions in the precipits on said reads," approved April 7, A. D. 1871. [Approved May 2, 1873. In force July 1, 1873.]
- 124. EXTORTION:] & 1. Be it conceted by the People of the State of Illinous, represented in the 'fineard Assembly: If any railroad corporation, organized or doing business in this state under any act of incorporation, or general law of this state, now in force or which may hereafter be enacted, or any railroad corporation organized or which may hereafter be organized under the laws of any other state, and doing business in this state, shall

Extortage and unjust discrepanation

charge, collect, demand or receive more than a fair and reasonable rate of toll or compensation, for the transportation of pass-eners or freight, of any description, or for the use and transportation of any railroad car upon its track or any of the branches [817] thereof or upon any railroad within this state which is has the right, license or permission to use, operate or control, the same shall be deemed guilty of extortion, and upon conviction thereof shall be death with as here affer provided. [Sec Const., art. 11, § 15].

125. UNLEST DISCRIMINATION.] : 2 If any such realroad comporation atorsaid shall make any unjust discumstation in its rules or charges of told, or compensation, for the transportation of presenters or freight of any description, or for the use and transportation of any rule or and any description, or for the use and transportation of any rule order appent is said read, or upon any of the branches thereof, or upon any railroads connected therewith, which it has the right, license or permission to operate, control or use, within this state, the same shall be deemed guilty of having violated the provisions of this act, and upon conviction thereof shall be death with a surgenuarity provided. [See Const., article 11, 245, C., B. & Q. R. R. Co., V. The People, 7.7 III., 443; C. & A. R. R. Co., V. C. V. & W. Coal Co., 72 III., 241; C., B. & Q. R. R. Co., V. Blake of al., 9 Legal News, 212; McDuffee v. Portland & Rochester R. R. Co., 6 Legal News, 10; C. & X. W. Ry, Co. v. Fuller, 6 Legal News, 13;

126. Evidence.] § 3. If any such railroad corporation shall charge, collect or receive, for the transportation of any passenger, or freight of any description, upon its railroad, for any distance, within this state, the same, or a greater amount of toll or compensation than is at the same time charged. collected or received for the transportation, in the same direction, of any passenger, or like quantity of freight of the same class, over a greater distance of the same railroad; or if it shall charge, collect or receive, at any point upon its railroad, a higher rate of toll or compensation for receiving. handling or delivering freight of the same class and quantity, than it shall, at the same time, charge, collect or receive at any other point upon the same railroad; or if it shall charge, collect or receive for the transportation of any passenger, or freight of any description, over its railroad, a greater amount as toll or compensation than shall, at the same time, be charged, collected or received by it for the transportation of any passenger, or like quantity of freight of the same class, being transported in the same direction, over any portion of the same railroad, or equal distance; or if it shall charge, collect or receive from any person or persons, a higher or greater amount of toll or compensation than it shall, at the same time, charge, collect, or receive from any other person or persons for receiving, handling or delivering freight of the same class and like quantity, at the same point upon its railroad; or if it shall charge, collect or receive from any person or persons, for the transportation of any freight upon us railroad, a higher or greater rate of toll or compensation than it shall, at the same time, charge, collect or receive from any other person or persons, for the transportation of the like quantity of freight of the same class, being transported from the same point, in the same direction, over equal distances of the same radroad; or if it shall charge, collect or receive from any person or persons, for the use and transportation of any railroad car or cars upon its radroad, for any distance, the same or a greater amount of toll or compensation than it at the same time charged, collected or received from any other person or persons, for the use and transportation of any railroad car of the same class or number, for a like purpose, being trans-ported in the same direction, over a greater distance of the same railroad; or if it shall charge, collect or receive from any person or persons, for the use and transportation of any railroad car or cars upon its railroad, a higher or greater rate of toll or compensation than it shall, at the same time, charge, collect or receive from any other person or persons, for the use and transportation of any railroad car or cars of the same class or number, for a like purpose, being transported from the same point, in the same direction, over an equal distance of the same railroad; all such discriminating rates, charges, collections or receipts, whether made directly, or by means of any rebate, drawback, or other shift or evasion, shall be deemed and taken, against such

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railroad corporation, as prime facie evidence of the unjust discriminations prohibited by the provisions of this act; and it shall not be deemed a sufficient excuse or justification of such discriminations on the part of such rail-road corporation, that the railway station or point at which it shall charge, collect or receive the same or less rates of toll or compensation, for the transportation of such passenger or freight, or for the use and transportation of such railroad car the greater distance, than for the shorter distance, is a rail-way station or point at which there exists competition with any f'818 other railroad or means of transportation. This section shall not be construed so as to exclude other evidence tending to show any unjust discrimination in freight and passenger rates. The provisions of this section shall section and the railroad corporation has the right, hierase or permission to use, operate or control, wholly or in part, within this State: *Tracedol, however, that nothing herein contained shall be so construed as to prevent railroad corporations from issuing commutation, excursion or thousand-nule tickets, as the same are now issued by such corporations.

127. PENALTIES.] § 4. Any such railroad corporation guilty of extorion, or of making any unjust discrimination as to passenger or freight rates, or the rates for the use and transportation of railroad cars, or in receiving, handling or delivering freights, shall, upon conviction therrof, be fined in any sum not less than one thousand dollars (\$1,000), for the first offense; and for the second offense not less than five thousand dollars (\$5,000) nor more than the thousand dollars (\$10,000), and for the third offense not less than ten thousand dollars (\$10,000), and for the third offense not less than ten thousand dollars (\$10,000), nor more than twenty thousand dollars (\$20,000): and for every subsequent offense and conviction thereof, shall be hable to a fine of twenty-five thousand dollars (\$25,000): Provided, that in all cases under this act either party shall have the right of trial by jury. [See "Quo Warranto," ch. 112, § 1, 6.

Proceedings to recover fines.] § 5. The fines hereinbefore provided for may be recovered in an action of debt, in the name of the People of the State of Illinois, and there may be several counts joined in the same declaration as to extortion and unjust discrimination, and as to passenger and freight rates, and rates for the use and transportation of railroad cars, and for receiving, handling or delivering freights. If, upon the trial of any cause instituted under this act, the jury shall find for the people, they of any cause instance under this act, in July saan man for the people; they shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than one thousand dollars (\$1,000) nor more than five thousand dollars (\$5,000), and the court shall render judgment accordingly; and if the jury shall find for the people, and that the defendant has been once before convicted of a violation of the provisions of this act, they shall return such finding with their verdict, and shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than five thousand dollars, (\$5,000) nor more than ten thousand dollars (\$10,000), and the court shall render judgment accordingly; and if the jury shall find for the people, and that the defendant has been twice before convicted of a violation of the provisions of this act, with respect to extortion or unjust discrimination, they shall return such finding with their verdict, and shall a-sess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than ten thousand dollars (\$10,000) nor more than twenty thousand dollars (\$20,000); and in like manner, for every subsequent offense and conviction, such defendant shall be liable to a fine of twenty-five thousand dollars (\$25,000): Provided, that in all cases under the provisions of this act, a prependerence of evidence in favor of the people shall be sufficient to authorize a verdict and judgment for the people.

129. Damages.] § 6. If any such railroad corporation shall, in violation of any of the provisions of this act, ask, demand, charge or received any person or corporation any extortionate charge or charges for the transportation of any passengers, goods, merchandise or property, or for receiving, handling or delivering freights, or shall make any unjust discrimination against any person or corporation in its charges therefor, the person or cor-

Extortion and unjust discrimination,

poration so offended against may, for each offense, recover of such railroad corporation, in any form of action, three times the amount of the damages sustained by the party aggrieved, together with the cost of suit and a reasonable attorney's fee, to be fixed by the court where the same is heard, on appeal or otherwise, and taxed as a part of the costs of the case.

- DUTIES OF RAILROAD AND WAREHOUSE COMMISSIONERS. 1 1 7. shall [4819 be the duty of the railroad and warehouse commissioners to personally investigate and ascertain whether the provisions of this act are violated by any railroad corporation in this state, and to visit the various stations upon the line of each railroad for that purpose, as often as practicable; and whenever the facts, in any manner ascertained by said commissioners, shall in their judgment warrant such prosecution, it shall be the duty of said commissioners to immediately cause suits to be commenced and prosecuted against any railroad corporation which may violate the provisions of this act. Such suits and prosecutions may be instituted in any county in this state through or into which the line of the railroad corporation sued for violating this act may extend. And such railroad and warehouse commissioners are hereby authorized, when the facts of the case presented to them shall, in their judgment, warrant the commencement of such action, to employ counsel to assist the attorney general in conducting such suit on behalf of the state. No such suits commenced by said commissioners shall be dismissed, except said railroad and warehouse commissioners and the attorney general shall consent thereto.
- Schedules. | § 8. The railroad and warehouse commissioners are hereby directed to make, for each of the railroad corporations doing business in this state, as soon as practicable, a schedule of reasonable maximum rates of charges for the transportation of passengers and freights, and cars of each of said railroads; and said schedule shall in all suits brought against such railroad corporations wherein is, in any way involved the charges of any such railroad corporation for the transportation of any passenger or freight, or cars, or unjust discrimination in relation thereto, be deemed and taken in all courts of this state as prima facie evidence that the rates therein fixed, are reasonable maximum rates of charges for the transportation of passengers and freights, and cars upon the railroads for which said schedules may have been respectively prepared. Said commissioners shall, from time to time, as often as circumstances may require, change and revise said schedules. When any schedule shall have been made or revised, as aforesaid, it shall be the duty of said commissioners to have the same printed by the state printer under the contract governing the state printing, and said commissioners shall furnish two copies of such printed schedule to the president, general superintendent or receiver of each railroad company or corporation doing business in this state. All such schedules heretofore or hereafter made shall be received and held in all such suits as prima facic the schedules of said commis-sioners, without further proof than the production of the schedule desired to be used as evidence, with a certificate of the railroad and warehouse commissioners that the same is a true copy of a schedule prepared by them for the railroad company or corporation therein named. [As amended by act approved June 30, 1885. In force July 1, 1885. L. 1885; Legal News Ed., p. 17S.
- 132. EVIDENCE—FINES—PRACTICE.] § 10. In all cases under the provisions of this act, the rules of evidence shall be the same as in other civil actions, except as hereinbefore otherwise provided. All fines recovered under the provisions of this act shall be paid into the county treasury of the county in which the suit is treed, by the person conducting the same, in the manner now provided by law, to be use for county purposes. The remedies hereby given shall be regarded as cumulative to the remedies now given by law against railroad corporations, and this act shall not be construed as repealing any statute giving such remedies. Suits commenced under the provisions of this act shall have precedence over all other business, except criminal business.

133. "Raleroad corrotation" defined. It The term "railroad corporation," contained in this act, shall be deemed and taken to mean all corporations, companies or individuals now owning or operating, or which may hereafter own or operate any railroad, in whole or in part, in this state; and the provisions of this act shall apply to all "820"] persons, firms and companies, and to all associations of persons, whether incorporated or otherwise, that shall do business as common carriers upon any of the lines of railways in this state (street railways excepted) the same as to railroad corporations hereinbefore mentioned.

[§ 12, repeal, omitted. See "Statutes," ch. 131, § 5.

WAREHOUSES.

- AN ACT to regulate public warehouses, and the warehousing and inspection of grain, and to give effect to article thirteen of the Constitution of this State. [Approved April 25, 1871. In Force July 1, 1871. L. 1871-2, p. 762.
- 134. Classified.] § 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: That public warehouses, as defined in article 13 of the constitution of this state, shall be divided into three classes, to be designated as classes A, B and C, respectively.
- 135. CLASSES DEFINED.] § 2. Public warehouses of class A shall embrace all warehouses, elevators and granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together, or in which grain is stored in such a manner that the identity of different lots or parcels can not be accurately preserved, such warehouses, elevators or granaries being located in eithes having not less than 100,000 inhabitants. Public warehouses of class B shall embrace all other warehouses, elevators or granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together. Public warehouses of class C shall embrace all other warehouses or places where property of any kind is stored for a consideration.
- 136. License.] § 3. The proprietor, lessee or manager of any public warehouse of class A shall be required, before transacting any business in such warehouse, to procure from the circuit cont of the county in which such warehouse is situated, a license, permitting such proprietor, lessee or manager to transact business as a public warehouseman under the laws of this state, which license shall be issued by the clerk of said court upon a written application, which shall set forth the location and name of such warehouse, and the individual name of each person interested as owner or principal in the management of the same; or, if the warehouse be owned or managed by a corporation, he names of the president, secretary and treasurer of such corporation shall be stated; and the said license shall give authority to earry on and conduct the business of a public warehouse of class A in accordance with the laws of this state, and shall be revocable by the said court upon a summary proceeding before the court, upon complaint of any person in writing, setting forth the particular violation of law, and upon satisfactory proof, to be taken in such manner as may be directed by the court. [See § 162. Munn et al., vs. The People, 6 Legal News, 165 and 173, and 9 lb., 199.
- 137. BOND.] § 4. The person receiving a license as herein provided, shall file with the clerk of the court granting the same, a bond to the People of the State of Illinois, with good and sufficient surety, to be approved by said court, in the penal sum of \$10,000, conditioned for the faithful performance of his duty as a public warehouseman of class A, and his full and unreserved compliance with all laws of this state in relation thereto.
- 138. Penalty for doing business without license.] § 5. Any person who shall transact the business of a public warehouse of class A without

first procuring a license as herein provided, or who shall continue to transact any such business after such license has been revoked (save only that he may be permitted to deliver property previously stored in such warehouse, shall, on conviction, be fined in a sum not less than \$100 nor more than \$500 for each and every day such business is so carried on; and the court may refuse to renew any license, or grant a new one, to any of the persons whose license has been revoked, within one year from the time the same was revoked.

NOT TO DISCRIMINATE—WHEN GRAIN MAY BE MIXED—RECEIPTS.] § 6. It shall be the duty of every warehouseman of Class A to receive for storage any grain that may be tendered to him in the usual manner in which warehouses are accustomed to receive the same in the ordinary and usual course of business, not making any discrimination between persons, or between himself as the owner of grain stored in such house, and other persons, desiring to avail themselves of warehouse facilities-such grain, in all cases, to be inspected and graded by a duly authorized inspector, and to be stored with grain of a similar grade, received at the same time, as near as may be, In no case shall grain of different grades be mixed together while in store: but, if the owner or consignee so requests and the warehouseman consent thereto, his grain of the same grade may be kept in a bin by itself, apart from that of other owners, which bin shall thereupon be marked and known as a "separate bin." If a warehouse receipt be issued for grain so kept separate, it shall state on its face that it is in a separate bin, and shall state the number of sich bin; and no grain shall be delivered from such warehouse unless it be inspected on the delivery thereof by a duly authorized inspector of grain. Nothing in this section shall be so construed as to require the receipt of grain into any warehouse in which there is not sufficient room to accommodate or store if properly, or in cases where such warehouse is necessarily closed.

The proprietors, lessees or managers of public warehouses of Class A may store in any such warehouses, owned, leased or managed by them, grain of their own, and mix it with the grain of others of like grade stored therein, and may purchase warehouse receipts representing grain on store in such warehouses owned, leased or managed by them; but when any such proprietor, lessee or manager shall desire to so store and mix his own grain in any such warehouse or warehouses owned, leased or managed by him, or to purchase receipts for grain on store therein, he shall so inform the chief inspector of grain of the county in which such warehouse or warehouses are located, and said chief inspector shall thereupon place and keep in such warehouse or warehouses, whenever necessary so to do, one or more assistant inspectors, who shall, in addition to their usual duties as assistant inspectors, have general supervision over the storing and care of the grain stored in such warehouse or warehouses, under such rules and regulations as shall be made by the Railroad and Warehouse Commissioners; and said commissioners are hereby invested with full power and authority to make all rules and regulations concerning the storing, handling and delivery of grain in warehouses of Class A. in which the proprietors, lessees or managers thereof store their own grain, as may, in their opinion, be necessary to prevent any fraud upon, or discrimination against, other depositors of grain in their said warehouses, and to prevent any proprietor, lessee or manager of such warehouse or warehouses from securing to himself, as the owner of grain stored therein, any benefit or advantage over any other depositor of grain stored in such warehouse or warehouses. [As amended by act approved May 26, 1897. In force July 1, 1897; L. 1897, p. 302; Legal News Ed., p. 196.

1440. Manner of issuing and enters,] § 7. Upon application of the source of consigned of crain stored in a public warehouse of Class A, the same being accompanied with evidence that all transportation or other charges which may be a hen upon such grain, including charges for inspection, have been paid, the war houseman shall issue to the person entitled thereto, a warehouse receipt therefor, subject to the order of the owner or consigner, which receipt shall bear date corresponding with the receipt of grain into store, and shall state upon its face the quantity and inspected grade of the grain, and that the grain mentioned in it has been received into store, to be

stored with grain of the same grade by inspection, received at about the date of the receipt, and that it is deliverable upon the return of the receipt, properly indorsed by the person to whose order it was issued, and the payment of proper charges for storage. All warehouse receipts for grain, issued from the same warehouse, shall be consecutively numbered; and no two receipts, bearing the same number, shall be issued from the same warehouse during any one year, except in the case of a lost or destroyed receipt, in which case the new receipt shall bear the same date and number as the original, and shall be planly marked on its face "duplicate." If the grain was received from railroad cars, the number of each car shall be stated upon the receipt, with the amount it contained; if from enand boat or other vessel, the name of such craft; if from teams or by other means, the manner of its receipt shall be stated on its face.

- 141. CANCELING RECEIPTS.]
 § S. Upon the delivery of grain from store, upon any receipt, such receipt shall be plainly marked across its face with the word 'eanceled,' with the name of the person canceling the same, and shall thereafter be void, and shall not again be put in circulation, nor shall grain be delivered twice upon the same receipt.
- 142. Further of issuing and canceling receipts. 1 & 9. No warehouse receipt shall be issued, except upon the actual delivery of grain into store, in the warehouse from which it purports to be issued, and which is to be represented by the receipt; nor shall any receipt be issued for a greater quantity of grain than was contained in the lot or parcel stated to have been received; nor shall more than one receipt be issued for the same lot of grain, except in cases where receipts for a part of a lot are desired, and then the aggregate receipts for a particular lot shall cover that lot and no more. In cases where a part of the grain represented by the receipt is delivered out of store and the remainder is left, a new receipt may be issued for such remainder: but such new receipt shall bear the same date as the original, and shall state on its face that it is balance of receipt of the original number; and the receipt upon which a part has been *822] delivered shall be canceled in the same manner as if it had all been delivered. In case it be desirable to divide one receipt into two or more, or in case it be desirable to consolidate two or more receipts into one, and the warehouseman consent thereto, the original receipt shall be canceled the same as if the grain had been delivered from store; and the new receipts shall express on their face that they are parts of other receipts, or a consolidation of other receipts, as the case may be: and the numbers of the original receipts shall also appear upon the new ones issued, as explanatory of the change, but no consolidation of receipts of dates differing more than ten days shall be permitted, and all new receipts issued for old ones canceled, as herein provided, shall bear the same dates as those originally issued, as near as may be.
- 143. NOT TO LIMIT LIABILITY.] § 10. No warehouseman in this state shall meet in any receipt issued by him, any language in anywise limiting or modifying his liabilities or responsibility, as imposed by the laws of this state.
- 144. Delivery of Property, [§ II. On the return of any warehouse receipt issued by him, properly indorsed, and the tender of all proper charges upon the property represented by it, such property shall be immediately deliverable to the holder of such receipt, and it shall not be subject to any further charges for storage, after demand for such delivery shall have been made. Unless the property represented by such receipt shall be delivered within two business hours after such demand shall have been made, the warehouseman in default shall be liable to the owner of such receipt for damages for such default, in the sum of one cent per bushel, and in addition thereto, one cent per bushel for each and every day of such neglect or refusal to deliver: Provided, no warehouseman shall be held to be in default in delivering if the property is delivered in the order demanded, and as rapidly as due diligence, care and pradence will justify. [See § 135].
- 145. POSTING GRAIN IN STORE—STATEMENT TO REGISTRAR—DALLY PUB-LICATION—CANCELED RECEIPTS.] \(\frac{2}{3}\) 12. The warehousemen of every public warehouse of Class A shall, on or before Tuesday morning of each week,

cause to be made out, and shall keep posted up in the business office of his warehouse, in a conspicuous place, a statement of the amount of each kind and grade of grain in store in his warehouse at the close of business on the previous Saturday; and shall, also, on each Tuesday morning, render a similar statement, made under oath before some officer authorized by law to administer oaths, by one of the principal owners or operators thereof, or by the bookkeeper thereof, having personal knowledge of the facts to the warehouse registrar appointed as heremafter provided. They shall also be required to furnish daily, to the same registrar, a correct statement of the amount of each kind and grade of grain received in store in such warehouse on the previous day; also the amount of each kind and grade of grain delivered or shipped by such warehouseman during the previous day, and what warehouse receints have been canceled, upon which the grain has been delivered on such day, giving the number of each receipt, and amount, kind and grade of grain received and shipped upon each; also, how much grain, if any, was so delivered or shipped, and the kind and grade of it, for which warehouse receipts had not been issued, and when and how such unreceipted grain was received by them; the aggregate of such reported cancellations and delivery of unreceipted grain, corresponding in amount, kind and grade with the amount so reported, delivered or shipped. They shall also, at the same time, report what receipts, if any, have been canceled and new ones issued in their stead, as herein provided for. And the warehouseman making such statements, shall, in addition, furnish the said registrar any further information, regarding receipts issued or canceled, that may be necessary to enable him to keep a full and correct record of all receipts issued and canceled, and of grain received and delivered. [See § 159.

[§ 13. repealed; § 152.

146. APPOINTMENT OF CHIEF INSPECTOR.] § 14. ° 1. It shall be the duty of the Governor to appoint by and with the advice and consent of the Senate a suitable person who shall not be a member of the board of trade, and who shall hot be interested either directly or indirectly in any warehouse in the state, a chief inspector of grain, who shall hold his office for a term of two years, unless sooner removed, as hereinafter provided for, in every city or county in which is located a warehouse of class A or class B:

Provided, That no such grain inspector for cities or counties in which are located warehouses of class B shall be appointed, except upon the recommendation of the Board of Radroad and Warehouse Commissioners; and such recommendation shall be made only upon a request for such action by the county commissioners or board of supervisors of the county in which such warehouses are located, and in cities or counties wherein an inspector may be appointed, no person other than such duly appointed inspector, or those authorized as assistant inspectors, shall inspect or grade any grain without being liable to the penalties provided in section 20 of said act.

- * 2. DUTY OF CHIEF INSTRUCTOR.] It shall be the duty of such chief inspection of grain to have a general supervision of the inspection of grain, as required by this act or laws of this state, under the advice and immediate direction of the Board of Commissioners of Railroads and Warehouses.
- * 3. Assistant inspector.] The said chief inspector shall be authorized to nominate to the Commissioners of Railroads and Warehouses such suitable persons in sufficient number as may be deemed qualified for assistant inspectors, who shall not be members of the board of trade nor interested in any warehouse, and also such other employes as may be necessary to properly conduct the business of his office; and the said commissioners are authorized to make such appointments.
- 4. WHEN INSECTOR TO TAKE OATH AND GIVE DONE.] The chief inspector shall, upon entering upon the duties of his office, be required to take an oath as in cases of other officers, and he shall execute a bond to the People of the State of Illinois, in the penal sum of fifty thousand dollars when appointed for any city in which is located a warehouse of class A, and hen thousand dollars when appointed for any other city or county, with sureties to be approved by the Board of Commissioners of Railroads and Warehouses, with a

condition therein that he will faithfully and strictly discharge the duties of his said office of inspector according to law, and the rules and regulations prescribing his duties; and that he will pay all damages to any person or persons who may be injured by reason of his neglect, refusal or failure to comply with law and the rules and regulations aforesaid.

- § 5. Assistant inspector—OATH—BOND.] And each assistant inspector shall take a like oath, execute a bond in the penal sum of five thousand dollars, with like conditions, and to be approved in like manner as is provided in case of the chief inspector, which said several bonds shall be filed in the office of said commissioners; and suit may be brought upon said bond or bonds in any court having jurisdiction thereof, in the county where the plaintiff or defendant resides, for the use of the person or persons injured.
- 9.6. Rules for government of inspectors.] The chief inspector of grain, and all assistant inspectors of grain and other employes in connection therewith, shall be governed in their respective duties by such rules and regulations as may be prescribed by the Board of Commissioners of Railroads and Warehouses; and the said board of commissioners shall have full power to make all proper rules and regulations for the inspection of grain, and shall, also, have power to fix the rate of charges for the inspection of grain and the manner in which the same shall be collected, which charges shall be regulated in such manner as will, in the judgment of the commissioners, produce sufficient revenue to meet the necessary expenses of the service of inspection and no more.
- ^e 7. COMPENSATION.] It shall be the duty of the said board of commissioners to fix the amount of compensation to be paid to the chief in-pector, assistant inspectors, and all other persons employed in the inspection service, and prescribe the time and manner of their payment.
- § 8. APPOINTMENT OF WAREHOUSE REGISTRAR.] The said Board of Commissioners of Railroads and Warehouses are hereby authorized to appoint a suitable person as warehouse registrar and such assistants as may be deemed necessary to perform the duties imposed upon such registrar by the provisions of this act.
- ¶ 9. BOARD OF COMMISSIONERS TO EXERCISE GENERAL SUPERVISION.] The said board of commissioners shall have and exercise a general supervision and control of such appointees, shall prescribe their respective duties, shall fix the amount of their compensation and the time and manner of its payment.
- 9. 10. PENALTY FOR VIOLATING ACT.] Upon the complaint in writing of any person to the said board of commissioners, supported by reasonable and satisfactory proof, that any person appointed or employed under the provisions of this section has violated any of the rules prescribed for his government, has been guilty of any improper official act, or has been found insufficient or incompetent for the duties of his position, such person shall be immediately removed from his office or employment by the same authority that appointed him, and his place shall be filled, if necessary, by a new appointment; or, in case it shall be deemed necessary to reduce the number of persons so appointed or employed, their term of service shall cease under the orders of the same authority by which they were appointed or employed.
- 9.11. Necessary expenses incident to the inspection of grain, and to the office of registrar, economically administered, including the rent of suitable offices, shall be deemed expenses of the inspection service and shall be included in the estimate of expenses of such inspection service, and shall be paid from the funds collected for the same. (1) [As amended by act approved June 7, 1897. In force July 1, 1897; L. 1897, p. 300; Legal News Ed., p. 197. This section

⁽¹⁾ An Act to amend section 14 of an act entitled "An act to regulate public warehouses, and the warehousing and inspection of grain, and to give effect to Article XIII of the Constitution of this State," approved April 25, 1871, in force July 1, 1871, and to provide for revenue and the payment of the expenses of the same. [Approved June 7, 1897. In force July 1, 1871.]

having been amended by act approved May 28, 1879, and the act of 1897 purporting to amend the original act: Query, is it valid? See L. & N. R. R. Co. v. E. St. Louis, 134 Ill., 661, and Callon v. Jacksonville, 147 Ill., 118.

147. Rates of Storage. | § 15. Every warehouseman of public warehonses of class "A" shall be required, during the first week in January of each year, to publish in one or more of the newspapers (daily, if there be such,) published in the city in which such warehouse is situated, a table or schedule of rates for the storage of grain in his warehouse during the ensuing year, which rates shall not be increased (except as provided for in section (16) of this act) during the year; and such published rates, or any published reduction of them, shall apply to all grain received into such warehouse from any person or source, and no discrimination shall be made directly or indirectly, for or against any charges made by such warehouseman for the storage of grain. The maximum charge for storage and handling of grain, includ-ing the cost of receiving and delivering, shall be, for the first ten days or part thereof, one and one-quarter (114) cents per bushel, and for each ten days, or part thereof after the first ten days one half of one cent per bushel: Provided, however, that grain damp, or liable to early damage, as indicated by its inspection when received, may be subject to two cents per bushel storage, for the first ten days, and for each additional five days, or part thereof, not exceeding one half of one cent per bushel: Provided, further, that where grain has been received in any such warehouse prior to the first day of March, 1877, under any express or implied contract to pay and receive rates of storage different from those prescribed by law, or where it has been received under any custom or usage prior to said day to pay or receive rates of storage different from the rates fixed by law, it shall be lawful for any owner or manager of such warehouse to receive and collect such agreed or customary rates [As amended by act approved May 21, 1877. In force July 1, 1877. L. 1877, p. 169: Legal News Ed., p. 153.

148. Loss by fire—heating—order of delivery—grain out of con-DITION. 1 & 16. No public warehouseman shall be held responsible for any loss or damage to property by fire, while in his custody, provided reasonable care and vigilance be exercised to protect and preserve the same, nor shall be be held liable for damage to grain by heating, if it can be shown that he has exercised proper care in handling and storing the same, and that such heating or damage was the result of causes beyond his control; and in order that no injustice may result to the holder of grain in any public warehouse of classes A or B, it shall be deemed the duty of such warehouseman to dispose of, by delivery or shipping, in the ordinary and legal manner of so delivering, that grain of any particular grade which was first received by them, or which has been the longest time in store in his warehonse; and, unless public notice has been given that some portion of the grain in his warehouse is out of condition, or becoming so, such warehouseman shall deliver grain of quality equal to that received by him, on all receipts as presented. In case, however, any warehouseman of classes A or B shall discover that any portion of the grain in his warehouse is out of condition, or becoming so, and it is not in his power to preserve the same, he shall immediately give public notice, by advertisement in a daily newspaper in the city in which such warehouse is situated, and by posting a notice in the most public place (for such a purpose) in such city, of its actual condition, as near as he can ascertain it; shall state in such notice the kind and grade of the grain, and the bins in which it is stored; and shall also state in such notice the receipts outstanding upon which such grain will be delivered, giving the numbers, amounts and dates of each-which receipts shall be those of the oldest dates then in circulation or uncanceled, the grain represented by which has not [*825] previously been declared or receipted for as out of condition, or if the grain longest in store has not been receipted for, he shall so state, and shall give the name of the party for whom such grain was stored, the date it was received, and the amount of it; and the enumeration of receipts and identification of grain so discredited shall embrace, as near as may be, as great a quantity of grain as is contained in such bins; and such grain shall be delivered upon the return and cancellation of the recepts, and the unreceipted grain upon the request of the owner

or person in charge thereof. Nothing herein contained shall be held to relieve the said warehouseman from exercising proper care and vigilance in preserving such grain after such publication of its condition; but such grain shall be kept separate and apart from all direct contact with other grain, and shall not be mixed with other grain while in store in such warehouse. Any warehonseman guilty of any act or neglect, the effect of which is to depreciate property stored in the warehouse under his control, shall be held responsible as at common law, or upon the bond of such warehouseman, and responsible as at common raw, or upon the count of such warehouseman, in in addition thereto, the license of such warehouseman, if his warehouse be of class A, shall be revoked. Nothing in this section shall be so construed as to permit any warehouseman to deliver any grain stored in a special bin, or by itself, as provided in this act, to any but the owner of the lot, whether the same be represented by a warehouse receipt or otherwise. In case the grain declared out of condition, as herein provided for, shall [not] be removed from store by the owner thereof within two months from the date of the notice of its being out of condition, it shall be lawful for the warehouseman where the grain is stored to sell the same at public auction, for account of said owner, by giving ten days' public notice, by advertisement in a newspaper (daily, if there be such,) published in the city or town where such warehouse is located.

- 149. TAMPERING WITH GRAIN STORED—PRIVATE BINS—DRYING, CLEANING, MONING.; 3 17. It shall not be lawful for any public warehouseman to mix any grain of different grades together, or to select different qualities of the same grade for the purpose of storing or delivering the same, nor shall he attempt to deliver grain of one grade for another, or in any way tamper with grain while in his possession or custody, with a view to securing any profit to nimself or any other person; and in no case, even of grain stored in a separate bin, shall he be permitted to mix grain of different grades together while in store. He may, however, on request of the owner of any grain stored in a private bin, be permitted to dry, clean, or otherwise improve the condition or value of any such lot of grain; but in such case it shall only be delivered as such separate lot, or as the grade it was originally when received by him, without reference to the grade it may be as improved by such process of drying or cleaning. Nothing in this section, however, shall prevent any warehouseman from moving grain while within his warehouse for its preservation or safe keeping. [See § 125.
- 150. Examination of grain and scales—incorrect scales.] § 18. All persons owning property, or who may be interested in the same, in any public warehouse, and all duly authorized inspectors of such property, shall at all times, during ordinary business the state of the st proper facilities shall be extended to such person by the warehouseman, his agents and servants, for an examination; and all parts of public warehouses shall be free for the inspection and examination of any person interested in property stored therein, or of any authorized inspector of such property. And all scales used for the weighing of property in public warehouses shall be subject to examination and test by any duly authorized inspector or sealer of weights and measures, at any time when required by any person or persons, agent or agents, whose property has been or is to be weighed on such scales-the expense of such test by an inspector or sealer to be paid by the warehouse proprietor if the scales are found incorrect, but not otherwise. Any warehouseman who may be guilty of continuing to use scales found to *8261 be in an imperfect or incorrect condition by such examination and test. until the same shall have been pronounced correct and properly sealed, shall be liable to be proceeded against as hereinafter provided. [See § 165-6. "Weights and Measures," ch. 146, § 14. "Criminal Code," ch. 38, § 105
- 151. Grain MUST BE INSPECTED.] § 19. In all places where there are legally appointed inspectors of grain, no proprietor or manager of a public warehouse of class B shall be permitted to receive any grain and mix the same with the grain of other owners, in the storage thereof, until the same shall have been inspected and graded by such inspector.

152. ASSUMING TO ACT AS INSPECTOR.1 § 29. Any person who shall assume to act as an inspector of grain, who has not first been so appointed and sworn, shall be held to be an imposter, and shall be punished by a fine of not less than \$500 nor more than \$100 for each and every attempt to so inspect grain, to be recovered before a justice of the peace.

MISCONDUCT OF INSPECTOR—INFLUENCING.] Any duly authorized inspector of grain who shall be guilty of neglect of duty, or who shall knowingly or carelessly inspect or grade any grain improperly, or who shall accept any money or other consideration, directly or indirectly, for any neglect of duty, or the improper performance of any duty as such inspector of grain; and any person who shall improperly influence any inspector of grain in the performance of his duties as such inspector, shall be deemed grain to the more than \$1.000, in the discretion of the court, or shall be imprisoned in the county jail not less than three nor more than twelve months, or both, in the discretion of the court, of the court, or the order of the court of the court of the court.

- 153. Owner, etc., dissatisfied with inspection—his rights.] § 21. In case any owner or consignee of grain shall be dissatisfied with the inspection of any lot of grain, or shall, from any cause, desire to receive his property without its passing into store, he shall be at liberty to have the same withheld from going into any public warehouse (whether the property may have previously been consigned to such warehouse or not), by giving notice to the person or corporation in whose possession it may be at the time of giving such notice; and such grain shall be withheld from going into store, and be delivered to him, subject only to such proper charges as may be a lien upon it prior to such notice. The grain, if in railroad cars, to be removed therefrom by such owner or consignee within twenty-four hours after such notice has been given to the railroad company having it in possession: Prorided, such railroad company place the same in a proper and convenient place for unloading; and any person or corporation refusing to allow such owner or consignee to so receive his grain shall be deemed guilty of conversion, and shall be liable to pay such owner or consignee double the value of the property so converted. Notice that such grain is not to be delivered into store may also be given to the proprietor or manager of any warehouse into which it would otherwise have been delivered, and if, after such notice, it be taken into store in such warehouse, the proprietor or manager of such warehouse shall be liable to the owner of such grain for double its market value.
- 1.5.4. COMENATION.] § 22. It shall be unlawful for any proprietor, lessee or manager of any public warehouse, to enter into any contract, agreement, understanding, or combination, with any railroad company or other corporation, or with any individual or individuals, by which the property of any perpose, on the propose of the property of any perpurpose, contrary to the direction of the owner, his agent, or consigne. Any violation of this section 3 of this act.
- 155. SUITS.] § 23. If any warehouseman of class A shall be guilty of a violation of any of the provisions of this act, it shall be lawful for any person injured by such violation to bring suit in any court of competent jurisdiction, upon the bond of such warehouseman, in the name of the People of the State of Illinois, to the use of such person. In all criminal prosecutions against a warehouseman, for the violation ["ST" of any of the provisions of this act, it shall be the duty of the prosecuting attorney of the county in which such prosecution is brought, to proceedute his same to a final issue, in the name of and on behalf of the People of the State of Illinois.
- 1.56. Warehouse receipts for property stored in any class of public warehouses, as herein described, shall be transferable by the indorsement of the party to whose order such receipt may be issued, and such indorsement shall be deemed a valid transfer of the property represented by such receipt, and may be made either in blank or to.

the order of another. All warehouse receipts for property stored in public warehouses of class C shall distinctly state on their face the brand or distinguishing marks upon such property.

157. False receipts—pranollers removal. § 25. Any warehouse mean of any public warehouse who shall be guilty of issuing any warehouse receipt for any property not actually in store at the time of issuing such receipt, or who shall be guilty of issuing any warehouse receipt in any respect fraudulent in its character, either as to its date or the quantity, quality, or inspected grade of such property, or who shall remove any property from store (except to preserve it from fire or other sudden danger), without the return and cancellation of any and all outstanding receipts that may have been issued to represent such property, shall, when convicted thereof, be deemed guilty of a crime, and shall suffer, in addition to any other penalties prescribed by this act, imprisonment in the penitentiary for not less than one, and not more than ten years. [Restricted as to receipts issued before Oct. 8, 1871. L. 1871-2, p. 774. See "Criminal Code," etc. 38, § 124, 125.

158. COMMON LAW REMEDY SAVED.] 26. Nothing in this act shall deprive any person of any common law remedy now existing.

1.59. PRINTED COPY OF ACT POSTED.] § 27. All proprietors or managers of public warehouses shall keep posted up at all times, in a conspicuous place in their business offices, and in each of their warehouses, a printed copy of this act.

160. Repeal.] § 28. All acts or parts of acts inconsistent with this act are hereby repealed.

As A·T to amend an act entitled "An act to regulate public warehouses and the warehousing and inspection of grain, and to give effect to article thirteen (13) of the constitution of the State," approved April 25, ISI, in force July 1, ISI, and to establish a committee of appeal, and prescribe their duties. (Approved April 15, ISZ, In force July 1, ISZ).

161. COMMISSIONERS TO ESTABLISH GRADES.] § 1. Be it enacted by the People of the State of Illmois, represented in the General Assembly, That the board of Railroad and Warehouse Commissioners shall establish a proper number and standard of grades for the inspection of grain, and may alter or change the same from time to time: Provided, no modification or change of grades shall be made, or any new ones established, without public notice being given of such contemplated change, for at least twenty days prior thereto, by publication in three daily newspapers printed in each city containing warehouses of class A: And, provided further, that no mixture of old and new grades, even though designated by the same name or distinction, shall be permitted while in store.

162. Committee of appeals.] § 2. Within twenty days after this act takes effect, the board of railroal and warehouse commissioners shall appoint three discreet and competent persons to act as a committee of appeals, in every city wherein is located a warehouse of class A, who shall hold their office for one year and until their successors are appointed. And every year thereafter a like committee of appeals shall be appointed by said commissioners, who shall hold their office for one year and until their successors are appointed. Procided, said commissioners shall have power, in their discretion, to remove from office any member of said committee at any time, and fill vacancies thus created by the appointment of other discrete persons.

*82S] 163. APPEALS—NOTICES.] § 3. In all matters involving doubt on the part of the chief inspector, or any assistant inspector, as to the proper inspection of any lot of grain, or in ease any owner, consignee or shipper of grain, or many warehouse manager, shall be disstatisfied with the decision of the chief inspector or any assistant inspector, an appeal may be made to said committee of appeal, and the decision of a majority of said committee shall be final. Said board of commissioners are authorized to make all uccessary rules governing the manner of appeals as herein provided. And all com-

Railroad and Warehouse Commissioners.

plaints in regard to the inspection of grain, and all notices requiring the services of the committee on appeals, may be served on sand committee, or may be filed with the warehouse registrar of said city, who shall immediately notify said committee of the fact, and who shall furnish said committee with such clerical assistance as may be necessary for the proper discharge of their duties. It shall be the duty of said committee, on receiving such notice, to immediately act on and render a decision in each case.

- 164. Committee of appeals—oath—bond—who may serve on.] § 4, the sud-committee of appeals shall, before entering upon the duties of their office, take an oath, as in case of other inspectors of grain, and shall execute a bond in the penal sum of five thousand dollars; with like conditions as is provided in case of other inspectors of grain, which said bonds shall be subject to the approval of the board of Railroad and Warehouse Commissioners. It is starther proceded, that the salaries of said committee of appeals shall be fixed by the board of Railroad and Warehouse Commissioners, and be paid from the inspection fund, or by the party taking the appeal, under such rules as the commission shall prescribe; and all necessary expenses incurred in carrying out the provisions of this act, except as herein otherwise provided, shall be paid out of the funds collected for the inspection service upon the order of the commissioners: Proceeds, that no person shall be appointed to serve on the committee of appeals who is a purchaser of, or a receiver of grain, or other articles to be passed upon by said committee. [As amended by act approved June 26, 1885. In force July 1, 1885. L. 1885, Legal News Ed., p. 178.
- 165. "Resistreed for collection"—Inspection Feet, 2 & 5. No grain shall be delivered from store from any warehouse of class A, for which or representing which warehouse receipts shall have been issued, except upon the return of such receipts stamped or otherwise plantly marked by the warehouse register with the words "registered for collection" and the date thereof; and said board of commissioners shall have power to fix the rates of charges for the inspection of grain, both into and out of warehouse; which charges shall be a lien upon all grain so inspected, and may be collected of the owners, receivers or shippers of such grain, in such manner as the said commissioners may prescribe.
- 166. REPEAL] § 6. Section 13 of the act to which this is an amendment, is hereby repealed: Proceded, the provisions contained in said section shall remain in force until the grades for the inspection of grain shall have been established by the commissioners, as provided in section 1 of this act. [Grades fixed by commissioners, July 1, 1873.

RAILROAD AND WAREHOUSE COMMISSIONERS.

An Act to establish a board of railroad and warehouse commissioners, and prescribe their powers and duties. [Approved April 13, 1871. In force July 1, 1871. L. 1871-2, p. 618.]

- 167. APPOINTMENT—TERM.] § 1. Be it enacted by the Prople of the Stute of Illimous, represented in the General Assembly, That a commission worch shall be styled. "Railroad and Warehouse Commission," shall be appointed as follows; within twenty days after this act shall take effect, the Governor shall appoint three persons as such commissioners, who shall hold their office until the next meeting of the General Assembly, and until their successors are appointed and qualified. At the next meeting of the General Assembly, and every two years thereafter, the Governor, by and with the advice and consent of the Senate, shall appoint three persons as such commissioners, who shall hold their offices for the term of two years from the first day of January in the year of their appointment, and until their successors are appointed and qualified.

Railroad and Warehouse Commissioners.

any rail oad company "829] or warehouse, or who is directly or indirectly interested in any stock, bond, or other property of, or is in the employment of any railroad company or warehouseman; and no person appointed as such commissioner shall, during the term of his office, become interested in any stock, bond or other property of any railroad company or warehouse, or in any manner be employed by or connected with any railroad company or warehouse. The Governor shall have power to remove any such commissioner at any time, in his discretion.

169. OATH-BOND.] § 3. Before entering upon the duties of his office, each of the said commissioners shall make and subscribe, and file with the Secretary of State, an affidavit, in the following form:

I do solemnly swear for affirm, as the ease may be, that I will support the Constitution of the United States, and the Constitution of the State of Illinois, and that I will faithfully discharge the duties of the office of commissioner of railroads and warehouses, according to the best of my ability.

And shall enter into bonds, with security to be approved by the Governor, in the sum of \$20,000, conditioned for the faithful performance of his duty as such commissioner.

- 170. Comennation—secretary—oppice—expenses. § 4. Each of said commissioners shall receive for his services a sum not exceeding \$5,500 per annum, payable quarterly. They shall be furnished with an office, office furniture and stationery, at the expense of the state, and shall have power to appoint a secretary to perform such duties as they shall assign to him. Said secretary shall receive for his services a sum not exceeding \$1,500 per annum. The office of the said commissioners shall be kept at Springheid, and all sums authorized to be paid by this act shall be paid out of the state treasury and only on the order of the Governor: Provided, that the total sum to be expended by said commissioners for office rent and furniture and stationery shall, in no case, exceed the total sum of \$800 per annum.
- 171. RIGHT TO PASS ON TRAINS, ETC.] § 5. The said commissioners shall have the right of passing, in the performance of their duties concerning railroads, on all railroads and railroad trains in this state.
- 172. Report of rallroads. § 6. Every railroad company incorporated or doing business in this state, or which shall hereafter become incorporated, or do business under any general or special law of this state, shall, on or before the first day of September, in the year of our Lord 1871, and on or before the same day in each year thereafter, make and transmit to the commissioners appointed by virtue of this act, at their office in Springfield, a full and true statement, under oath of the proper officers of said corporation, of the affairs of the said corporation, as the same existed on the first day of the preceding July, specifying—

First—The amount of eapital stock subscribed, and by whom.

Second—The names of the owners of its stock, and the amounts owned by them, respectively, and the residence of each stockholder as far as known.

Third-The amount of stock paid in, and by whom.

Fourth—The amount of its assets and liabilities.

Fifth-The names and place of residence of its officers.

Sixth—The amount of eash paid to the company on account of the original capital stock.

Seventh—The amount of funded debt.

Eighth-The amount of floating debt.

Ninth-The estimated value of the road bed, including iron and bridges.

Tenth-The estimated value of rolling stock.

Eleventh-The estimated value of stations, buildings and fixtures.

Twelfth-The estimated value of other property.

Thirteenth-The length of single main track.

Railroad and Warehouse Commissioners,

Fourteenth-The length of double main track.

Fifteenth-The length of branches, stating whether they have single or double track.

Sixteenth-The aggregate length of siding and other tracks not above enumerated.

Seventeenth—The number of miles run by passenger trains during the year preceding [*830 the making of the report.

Eighteenth-The number of miles run by freight trains during the same period.

Nineteenth—The number of tons of through freight carried during the same time.

Twentieth—The number of tons of local freight carried during the same time.

 $\mathit{Twenty-first}{-} \mathsf{Its}$ monthly earnings for the transportation of passengers during the same time.

Twenty-second—Its monthly earnings for the transportation of freight during the same time.

Twenty-third-Its monthly earnings from all other sources, respectively.

Twenty-fourth—The amount of expenses incurred in the running and management of passenger trains during the same time.

Trenty-fifth—The amount of expense incurred in the running and management of freight trains during the same time; also, the amount of expense incurred in the running and management of mixed trains during the same time. Trenty sixth—All other expenses incurred in the running and management

of the road during the same time, including the salaries of officers, which shall be reported separately.

Trenty-screat-The amount expended for repairs of road and maintenance

Twenty-scientin- the amount expended for repairs of road and maintenance of way, including repairs and renewal of bridges and renewal of iron.

Twenty-ciphth—The amount expended for improvement, and whether the same are estimated as a part of the expenses of operating or repairing the

road, and, if either, which.

Twenty-ninth—The amount expended for motive power and cars.

Thirtieth—The amount expended for station houses, buildings and fixtures.

Thirty-first-All other expenses for the maintenance of way.

Thirty-scond—All other expenditures, either for management of road, maintenance of way, motive power and ears, or for other purposes.

Thirty-third—The rate of fare for passengers for each mouth during the

The third—The rate of fare for passengers for each month during the same time, through and way passengers separately.

Thirty-fourth-The tariff of freights, showing each change of tariff during the same time.

Thirty-fifth—A copy of each published rate of fare for passengers and tariff of freight, in force or issued for the government of its agents during the same time.

Thirty-surth—Whether the rate of fare and tariff of freight in such published lists are the same as those actually received by the company during the same time; if not, what were received.

Thirty-scenth.—What express companies run on its roads and on what terms and on what conditions: the kind of business done by them, and whether they take their freights at the depots or at the office of such express companies.

Thirty-righth-What freight and transportation companies run on its road, and on what terms.

Thirty-ninth—Whether such freight and transportation companies use the cars of the railroad or the cars farmished by themselves.

Railroad and Warehouse Commissioners.

Fortieth—Whether the freight cars of such companies are given any preference in speed or order of transportation, and if so, in what particular.

Forty-first—What running arrangements it has with other railroad companies, setting forth the contracts for the same. [See \S 168.

- 173. Additional inquiries.] § 7. The said commissioners may make and propound to such railroad companies any additional interrogatories, which shall be answered by such companies in the same manner as those specified in the foregoing section. [See § 165-6.
- 174. APPLIES TO OFFICER OF ROAD.] § 8. Sections 6 and 7 of this act shall apply to the president, directors and officers of every railroad company now existing or which shall be incorporated or organized in this state, and to every lessee, manager and operator of any railroad within this state.
- *83I] 175. Statement by Warehouseman.] § 9. It shall be the duty of every owner, lessee and manager of every public warehouse in this state to turnish in writing under oath, at such times as such Railroad and Warehouse Commissioners shall require and prescribe, a statement concerning the condition and management of his business as such warehouseman. [See 2165-6.
- 176. REPORT OF COMMISSIONERS—EXAMINATION.] \$ 10. Such comissioners shall, on or before the first day of December, in each year, or oftener if required by the Governor to do so, make a report to the Governor of their doings for the preceding year, containing such facts, statements and explanations as will disclose the actual workings of the system of railroad transportation and warehouse business in their bearings upon the business and prosperity of the people of this state, and such suggestions in relation thereto as to them may seem appropriate, and particularly, first, whether in their judgment the railroads can be classified in regard to the rate of fare and freight to be charged upon them, and if so, in what manner; second, whether a classification of freight can also be made, and if so, in what manner. They shall also, at such times as the Governor shall direct, examine any particular subject connected with the condition and management of such railroads and warehouses, and report to him in writing their opinion thereon with their reasons therefor.
- Examinations of railroads and warehouses—suits. |
 { 11. Said commissioners shall examine into the condition and management, and all other matters concerning the business of railroads and warehouses in this state, so far as the same pertain to the relation of such roads and warehouses to the public, and to the accommodation and security of persons doing business therewith; and whether such railroad companies and warehouses, their officers, directors, managers, lessees, agents and employés, comply with the laws of this state now in force, or which shall hereafter be in force concerning them. And whenever it shall come to their knowledge, either upon complaint or otherwise, or they shall have reason to believe that any such law or laws have been or are being violated, they shall prosecute or cause to be prosecuted all corporations or persons guilty of such violation. In order to enable said commissioners efficiently to perform their duties under this act, it is hereby made their duty to cause one of their number, at least once in six months, to visit each county in the state, in which is or shall be located a railroad station, and personally inquire into the management of such railroad and warehouse business. [See § 165-6.
- 177a. When board to investments cause of accident on rallroad—BRIDGE, ETC., OUT OF REPAIR—MANDAMUS—PROCEEDINGS BY ATTORNEY GENERAL.] It's all be the duty of said board of commissioners to investigate the cause of any accident on any railroad resulting in the loss of life or injury to person or persons, which in their judgment shall require investigation, and the result of such investigation shall be reported upon in a special report to the Governor as soon after the accident as may be practicable, and also in the annual report of said commissioners. And it is hereby made the duty of the general superintendent or manager of a-a'r railroad in this state, to inform said board of any such accident immediately after its occurrence. Whenever it shall come to the knowledge of said board, by com-

Railroad and warehouse commissioners,

plaint or otherwise, that any railroad bridge or trestle, or any portion of the track of any railroad in this state is out of repair, or is in an unsafe condition, it shall be the duty of such board to investigate, or cause an investigation to be made of the condition of such railroad bridge, trestle or track and may employ such person or persons who may be civil engineer or engineers. as they shall deem necessary for the purpose of making such investigation, and whenever in the judgment of said board, after such investigation, it shall become necessary to rebuild such bridge, track or trestle, or repair the same, the said board shall give notice and information in writing to the corporation of the improvements and changes which they may deem to be proper. And shall recommend to the corporation or person or persons owning or operating such railroad that it, or he, or they, make such repairs, changes or improvements, or rebuild such bridge, or bridges on such railroad as the board shall deem necessary, to the safety of persons being transported thereon. And said board shall give such corporation or person or persons owning or operating said railroad an opportunity for a full and fair hearing on the subject of such investigation and recommendation. And said board shall, after having given such corporation or person or persons operating such railroad an opportunity for a full hearing thereon, if such corporation or person shall not satisfy said board that no action is required to be taken by it or them, fix a time within which such changes or repairs shall be made, or such bridges, tracks or culverts shall be rebuilt, which time the board may extend. It shall be the duty of the corporation, person or persons owning or operating said railroad to comply with such recommendations of said board, as are just and reasonable. And the Supreme Court or the circuit court in any circuit in which such railroad may be in part situated, shall have power in all cases of such recommendations by said board, to compel compliance therewith by mandamus. If any such corporation or person or persons owning or operatany such railroad, shall, after such hearing, neglect or refuse to comply with the recommendation or recommendations of said board as to making any repairs, changes or improvements, on any bridge, track or trestle, or to rebuild any bridge within the time which shall be fixed by said board therefor, said board shall report such neglect or refusal, together with the facts in such case as said board shall find facts to be, touching the necessity for such repairs, changes or rebuilding to the attorney general of the State of Illinois, who shall thereupon take such action as may be necessary to secure compli-ance with such recommendations of said board. In all actions or proceedings brought by the attorney general to compel compliance with the recommendations of the board, the findings of the board shall be prima facie evidence of the facts therein stated, and the recommendations of the board shall be deemed prima facie, just and reasonable. Nothing herein contained shall impair the legal liability of any railroad company for the consequence of its acts. And all existing remedies therefor are hereby saved to the people and to individuals. [Added by act approved June 16, 1887. In force July 1, L. 1887, p. 255; Legal News Ed., p. 186.

178. Can ellation of warehouse literases.] § 12. Said commissioners are hereby authorized to hear and determine all applications for the cancellation of warehouse licenses in this state which may be issued in pursuance of any laws of this state, and for that purpose to make and adopt such rules and regulations concerning such hearing and determination as may, from time to time, by them be deemed proper. And if, upon such hearing, it shall appear that any public warehouseman has been guilty of violating any law of this state concerning the business of public warehousemen, and commissioners may cancel and revoke the license of said public warehouseman, and inmediately notify the officer who issued such license of such revocation and cancellation; and no person whose license as a public warehouseman shall be cancelled or revoked shall be entitled to another license or to carry on the business in this state of such public warehouseman until the expiration of six months from the date of such revocation and cancellation, and until he shall have again been licensed? Proceded, that this section shall not be so construed as to prevent any such warehouseman from delivering any grain on hand at the

Railroad and warehouse commissioners.

time of such revocation or cancellation of his said license. And all licenses issued in violation of the provisions of this section shall be deemed null and void. [Sec § 122.

- 179. Power to examine books, etc.] § 13. The property, books, records, accounts, papers and proceedings of all such railroad companies, and all public warehousemen, shall at all times, during business hours, be subject to the examination and inspection of such commissioners, and they shall have power to examine, under [852] oath or affirmation, any and all directors, officers, managers, agents and employes of any such railroad corporation, and any and all owners, managers, lesses, agents and employes of such public warehouses and other persons, concerning any matter relating to the condition and management of such business.
- 180. MAY EXAMINE WITKESSES, ETC] § 14. In making any examination as contemplated in this act, or for the purpose of obtaining information, pursuant to this act, said commissioners shall have the power to issue subpseus for the attendance of witnessess, and may administer oaths. In case any person shall wilfully fail or refuse to obey such subpseua, it shall be the duty of the circuit court of any county, upon application of the said commissioners, to issue an attachment for such witness, and compel such witness to attend before the commissioners, and give his testimony upon such matters as shall be lawfully required by such commissioners; and the said court shall have power to punish for contempt, as in other cases of refusal to obey the process and order of such court.
- 181. PRNALTY AGAINST WITNESSES, § 3.15. Any person who shall will-fully neglect or refuse to obey the process of subpena issued by said commissioners, and appear and testify as therein required, shall be deemed guilty of a misdemeanor, and shall be hable to an inductment in any court of competent jurisdiction, and on conviction thereof shall be punished for each offense by a fine of not less than 25 nor more than \$500, or by imprisonment of not more that thirty days, or both, in the discretion of the court before which such conviction shall be had.
- 182. Penalty against railroad companies, warehousemer, etc.)
 2 16. Every railroad company, and every officer, agent or employé of any railroad company, and every owner, lessee, manager or employé of any warehouse, who shall willfully neglect to make and furnish any report required in this act at the time herein required, or who shall wilfully and unlawfully hinder, delay or obstruct said commissioners in the discharge of the duties hereby imposed upon them, shall torfeit and pay a sum of not less than 100 not name and for the use of the People of the State of Illinois; and every railroad company, and every officer, agent, or employé of any such railroad company, and every owner, lessee, manager, or agent, or employé of any public warehouse, shall be liable to a like penalty for every period of ten days it or he shall wilfully neglect or refuse to make such report.
- 183. ATTORNEY GENERAL AND STATE'S ATTORNEY TO PROSECUTE SUITS.]

 17. It shall be the duty of the attorney general, and the state's attorney in every circuit or county, on the request of said commissioners, to institute and prosecute any and all suits and proceedings which they, or either of them, shall be directed by said commissioners to institute and prosecute for a violation of this act, or any law of this state concerning railroad companies or warehouses, or the officers; employés, owners, operators or agents of any such companies or warehouses.
- 184. IN NAME OF PEOPLE—PAY—QUI TAM ACTIONS.] & 18. All such prosecution shall be in the name of the People of the State of Illinois, and all moneys arising therefrom shall be paid into the state treasury by the sheriff or other officer collecting the same; and the state's attorney shall be entitled to receive for his compensation, from the state treasury, on bills to be approved by the governor, a sum not exceeding ten per cent of the amountreceived and paid into the state treasury as aforesaid: Provided, this act shall

State weigh-masters.

not be construed so as to prevent any person from prosecuting any qui tam action as authorized by law, and of receiving such part of the amount recovered in such action as is or may be provided under any law of this state.

- 185. RIGHTS OF INDIVIDUALS SAVED.] § 19. This act shall not be so construed as to waive or affect the right of any person, injured by the violation of any law in regard to railroad companies or warehouses, from prosecuting for his private damages in any manner allowed by law.
- AN ACT to provide that the railroad and warehouse commission may keep and use a common scal for the authentication of its acts, records and proceedings. (Approved June 19, 1891. In force July 1, 1901. L., 1801. p. 185; Legal News Ed., p. 127.]
- 185a. Seal—HOW RECORDS, FPC., AUTHENTICATID.] \$\frac{1}{2}\$ 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That the Railroad and Warehouse Commission of this state may, for the authentication of its records, process, and proceedings, adopt, keep, and use a common seal, of which seal judicial notice shall be taken in all courts of this State; and any process, wirt, notice, or other paper which the said commission may be authorized by law to issue, shall be deemed sufficient if signed by the secretary of said commission and authenticated by such seal; and all ants, orders, proceedings, rules of inspection, entries, minutes, schedules and records of said commission may be proved in any court in this state by a copy thereof, certified to by the secretary of said commission, with the seal of said commission attached.

STATE WEIGH-MASTERS.

- AN ACT to provide for the appointment of state weigh-masters. [Approved June 23, 1883. In force July 1, 1883. L. 1883, p. 172; Legal News Ed., p. 137.]
- 186. Weigh-master-appointment of, [§ 1. Be it enacted by the Prople of the State of Illinois, represented in the General Assembly, That there shall be appointed by the Railroad and Warehouse Commissioners in all eities where there is state inspection of grain, a state weigh-master and such assistants as shall be necessary.
- 187. DUTES or,] § 2. Said state weigh-master and assistants shall, at the places aforesaid, supervise and have exclusive control of the weighing of grain and other property which may be subject to inspection, and the inspection of scales and the action and certificate of such weigh-master and assistants in the discharge of their aforesaid duties shall be conclusive upon all parties in interest.
- 188. Fix fees,] § 3. The Board of Railroad and Warehouse Commissioners shall fix the fees to be paid for the weighing of grain or other property, which fees shall be paid equally by all parties interested in the purchase and sale of the property weighed, or scales inspected and tested.
- 189. Weigh-Master Qualifications—Bond—Compensation, § 4. Said state weigh-master and assistants shall not be a member of any board of trade or association of like character; they shall give bonds in the sum of five thousand dollars (\$5,000) conditioned for the fainful discharge of their duties, and shall receive such compensation as the Board of Railroad and Warehouse Commissioners shall determine.
- 199. May adopt rules.] ₹ 5. The Railroad and Warehouse Commissioners shall adopt such rules and regulations for the weighing of grain and other property as they shall deem proper.
- 191. Neglect of duty-penalty, § 6. In case any person, warehouseman or railroad corporation, or any of their agents or employes, shall refuse or prevent the aforesaid State weigh-master or either of his assistants from having access to their scales, in the regalar performance of their duties

Weighing grain in bulk by railroad company.

in supervising the weighing of any grain or other property in accordance with the tenor and meaning of this act, they shall forfeit the sum of one hundred dollars (\$100) for each offense, to be recovered in an action of debt, before any justice of the peace, in the name of the People of the State of Illinois; such penalty or forfeiture to be paid to the county in which the suit is brought, and shall also be required to pay all costs of prosecution.

WEIGHING GRAIN IN BULK BY RAILROAD COMPANY.

- AN ACT relating to the receipt, shipment, transportation and weighing of grain in bulk by railroad companies. [Approved June 15, 1887. In force July 1, 1887. L. 1887, p. 253; Legal News Ed., p. 186.]
- 192. Road receiving for transportation shall furnish suttable appliances for weighting, etc.] § 1. Be it canceted by the People of the State of Illinois, represented in the General Assembly. That in all counties of the third class, and in all cities having not less than 50,000 inhabitants, where bulk grain, mill stuffs, or seeds are delivered by any railroad transporting the same from initial points to another road for transportation to other points, such road or roads receiving the same for transportation to said points or other connections leading thereto, shall provide suitable appliances for unloading, weighing and transferring such property from one car to another without mixing, or in any way changing the identity of the property so transferred, and such property shall be accurately weighed in suitably covered hopper and only of grain, millstuffs or seeds not weighed to the entire contents of any which weights shall always be given in the receipts or bills of lading and used railroad companies and the owners, agents or shippers of such grain, millstuffs or seeds softansported and transferred.
- 1933. WHERE ORIGINAL CAR RUNS THEOGHH WITHOUT TRANSFER.

 2 The practice of loading grain, millstuffs or seeds into foreign or connectingline cars at the initial point from which the grain, millstuffs or seeds are originially shipped, or the running of the original car through without transfer,
 shall not relieve the railroad making the contract to transport the same to its
 destination or connection leading thereto, from weighing and transferring
 such property in the manner aforesaid, unless the shipper, owner or agent of
 such grain, millstuffs or seeds shall otherwise order or direct.
- 194. Liability of railroad company for neelect or pallite—proceedings.] § 3. Any railroad company neglecting or refining to comply promptly with any and all of the requirements of either sections 1 or 2 of this act, shall be liable in damages to the party interested, to be recovered by the party damaged in an action of assumpsit, and such party may proceed by mandamus against any railroad company so refusing or neglecting to comply with the requirements of this act; and if the shipper, owner or agent of any such grain, millstuffs or seeds shall fail or neglect to proceed by mandamus, it shall then be the duty of the Railroad and Warehouse Commissioners of this state, upon complaint of the party or parties interested, to proceed against the railroad failing or refusing to comply with the provisions of this act; and all the powers beretofore conferred by law upon the Board of Railroad and Warehouse Commissioners, of this state shall be applicable in the conduct of any legal proceeding commenced by such commissioners under this act.
- 195. PENALTY, HOW RECOVERED, 2 4. Any railroad company so refusing or neglecting as aforesaid, shall be liable to a penalty of not less than \$100 nor more than \$500 tor each neglect or refusal as aforesaid, to be recovered in an action of assumpsit in the name of the People of the State of Illinois for the use of the county in which such act or acts of neglect or refusal shall occur, and it shall be the duty of the Railroad and Warehouse Commissioners to cause prosecutions for such penalties to be instituted and prosecuted.

CONSOLIDATION OF RAILROAD CORPORATIONS.

AN ACT for an act to increase the powers of railroad corporations. (Approved June 30, 1885. In force July 1, 1885. L. 1885; Legal News Ed., p. 179.)

196. Consolidation of Railroad corporations.] § 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: That all railroad companies now organized, or hereafter to be organized, under the laws of this state, which now are, or hereafter may be in possession of, and operating in connection with, or extension of their own railway lines, any other railroad or railroads, in this state or in any other state or states, or owning and operating a railroad which connects at the boundary line of this state with a railroad in another state, are hereby authorized and empowered to purchase and hold in fee simple or otherwise, and to use and enjoy the railway property, corporate rights and franchises of the company or companies owning such other road or roads, upon such terms and conditions as may be agreed upon between the directors, and approved by the stockholders, owning not less than two-thirds in amount of the capital stock of the respective corporations becoming parties to such purchase and sale; such approval may be given at any annual or special meeting, upon sixty days notice being given to all shareholders, of the question to be acted on, by publication in some newspaper published in the county where the principal business office of the corporation is situated: Provided, that notice of any special meeting called to act upon such question, shall be given to each shareholder whose postoffice address is known, by depositing in the postoffice, at least thirty days before the time appointed for such meeting, a notice properly addressed and stamped, signed by the secretary of the company, stating the time, place and object of such meeting: And, provided further, that no railroad corporation shall be permitted to purchase any railroad which is a parallel or competing line with any line owned or operated by such corporation.

197. Consolidated company—body corporate—power of-illinois CENTRAL.] 2 2. Any railroad company now organized or hereafter to be organized under the laws of this state, shall have power from time to time to borrow such sums of money as may be necessary for the funding of its indebtedness paying for constructing, completing, improving or maintaining its lines of railroad, and to issue bonds therefor, and to mortgage its corporate property, rights, powers, privileges and frauchises, including the right to be a corporation, to secure the payment of any debt contracted for such purposes; and to increase its capital stock to any amount required for the purposes aforesaid, not exceeding the cost of the roads and works owned or constructed and equipped by it; such increase of capital stock to be made in such manner and in accordance with and subject to such regulations, preferences, privileges and conditions as the company at any general or special meeting of its shareholders, held at the time such creation of new shares may be authorized, shall think fit: Provided, that no stock or bonds shall be issued, except for money, labor or property actually received and applied to the purposes for which such corporation was created; nor shall the capital stock be increased for any purpose except upon giving sixty days public notice in the manner provided in the first section of this act: And, provided further, that nothing contained in this act shall be held or construed to alter, modify, release or impair the rights of this state as now reserved to it in any railroad charter heretofore granted, or to affect in anyway the rights or obligations of any railroad company derived from, or imposed by such charter: And, provided further, that nothing herein contained shall be so construed as to authorize or permit the Illinois Central Railroad Company to sell the railway constructed under its charter, approved February 10, 1851, or to mortgage the same, except subject to the rights of the state under its contract with said company, contained in its said charter, or to dissolve its corporate existence, or to relieve itself or its corporate property from its obligations to this state, under the provisions of said charter; nor shall anything herein contained be so construed, as to in any ranner, relieve or discharge any railroad company, organized under the laws of this state, from the duties or

Consolidation.

obligations imposed by virtue of any statute now in force or hereafter enacted: And, provided farther, that nothing in this act shall be so construed as to authorize any corporation, other than those organized in and under the laws of this state, to purchase or otherwise become the owner, owners, lessee or lesses of any railroad within this state.

RAILROAD COMPANIES—CONSOLIDATION OF — EXTENDING CORPORATE RIGHTS AND FRANCHISES.

AN ACT to ratify consolidations, and sales and purchases between railroad companies of this State and railroad companies of other States, and to confirm in the purchasing companies, or in the companies formed by such consolidations, as the case may be during the framehies, privileges and immunities, sold and purchased, or belonging or pertaining to the constituent companies, and to define the term of the corporate existence of such comamid in force July 9, 1897. L. 1897, p. 281, Legal News E. L. p. 183,

198. Consolidation of companies ratified.] \(\lambda\) 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That every agreement, whether in form of deed of sale, articles of consolidation or otherwise, made and entered into between the first day of July in the year Anno Domini one thousand eight hundred and seventy-four and the first day of July, Anno Domini one thousand eight hundred and eighty-three, by and between any railroad company organized under the laws of this state, or of this State and any other state or states, and any railroad company or companies organized under the laws of any other state or states, providing or purporting to provide for the consolidation or merger of the capital stocks, corporate and other franchises, privileges and property of the respective companies parties thereto, and under which the consolidated company thereby created or attempted to be created, or its successor or lessee, now owns, controls or operates, or is in possession of the several railway lines of the respective companies parties to such agreement, be, and the same is hereby ratified, approved and confirmed; and all the corporate rights, franchises, privileges and immunities of the several and respective companies parties to every such agreement, are hereby granted, vested and confirmed in the consolidated company thereby created or attempted to be created for and during the term of its corporate existence and of any renewal thereof.

199. AGREMENTS BETWEEN RAILROAD COMPANIES RATIFIED, APPROVED, AND CONFIRMED.] \$2. That every agreement between any railroad company of this state, or of this state and any other state or states, and any railroad company or companies organized under the laws of any other state or states, made between the first day of July, Anno Domini one thousand eight hundred and seventy-four, and the first day of July, Anno Domini one thousand eight hundred and eighty-three, and providing or attempting to provide for the purchase by any such corporation of this state or of this state and any other state or states, of the property, corporate and other franchises, privileges and immunities of railroad corporations of any other state or states, and under which any such corporation of this state, and any other state or states, now owns, controls or operates, or is in possession of the railroad, railroads and appurtenances sought to be conveyed, is hereby ratified, approved and confirmed.

200. Them of existence of consolidated company—renewal of conporate existence, 1 § 3. That themever, in the articles of consolidation or other instrument creating or purporting to create such consolidated company, the term of the corporate existence of said consolidated company shall have been fixed for any term of years, not exceeding fifty years, said term so fixed shall be held and deemed to be the lawful term of the corporate existence of said consolidated company; and the said consolidated company shall be and is hereby authorized to renew its corporate existence from time to time in such manner as shall be provided for by law for periods not longer than fifty years. 201. EMERGENCY.] § 4. Whereas, an emergency exists for the immediate taking effect of this act, therefore the same shall take effect and be in force from and after its passage.

REDEMPTION OF DRAWBACK CHECKS.

- AN ACT to regulate and enforce the redemption of drawback checks issued by railroad corporations. [Approve. June 1, 1889. In force July 1, 1889. L. 1889, p. 225; Legal News Ed., p. 139.]
- DRAWBACK CHECK-REDEMPTION OF.] & 1. Be it enacted by the 202.People of the State of Illinois, represented in the General Assembly, That where any railroad corporation issues or causes to be issued or delivered, by a conductor or other authorized agent, what is known as a drawback check to any pa-senger on account of the over-payment of eash fare by such passenger for transportation over any part of such railroad, such drawback check shall be redeemed by said corporation upon its presentation by the holder at any ticket office of such corporation, within ten years after such drawback check may have been issued; and upon refusal of the agent of such corporation in charge of such ticket office to redeem the same upon such presentation, the holder of such drawback check may maintain an action against such corporation in any court of competent jurisdiction for the recovery of the amount of money stipulated in such drawback check, together with costs of suit and a reasonable attorney's fee, to be fixed by the court where the cause is heard, on appeal or otherwise, and taxed as a part of the costs of suit.
- 203. The term "RAILROAD CORPORATION."] \$ 2. The term railroad corporation contained in this act shall be deemed and taken to include all companies, lessees, contractors, persons or association of persons, whether incorporated or otherwise owning, operating or using any railroads in this state.

STEALING JOURNAL BEARINGS, ETC.

- AN ACT to punish the crime of stealing or malicious removal of journal bearings, fixtures or attachments from locomotives, tenders, freight or passenger ears. [Approved June 1, 1889, In force July 1, 1889, L. 1889, p. 115; Legal News Ed., p. 140.]
- 204. Removal of journal bearings, etc.—penalty.] § 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly, That any person or persons who shall remove, take, steal, change, add to, take from, or in any manner interfere with any journal bearings or brasses, or any of the parts or attachments of any locomotive, tender or cars, or any fixture or attachment belonging to, connected with, or used in operating any locomotive, tender or car owned, leased or used by any railroad or transportation company in this state, shall be subject to punishment by imprisonment in the penitentiary not less than one, nor more than five years, in the discretion of the court or jury before whom the cause is tried: Provided, that upon a plea of guilty being entered, the court may fix the penalty prescribed herein: Provided, further, that if the removal of such journal bearings or brasses, fixtures or attachments as aforesaid, shall be the cause of wrecking any train, locomotive or other car in this state whereby the life or lives of any person or persons shall be lost as the result of the felonious or malicious stealing, interfering with, or removal of the fixtures aforesaid, the person or persons found guilty thereof shall be liable for murder as in other cases. [For punishment for malicious mischief, see Criminal Code, ch. 38, sec. 8,

RE-LOCATION OF RAILBOAD TO RUN THROUGH COUNTY SEAT.

- AN ACT to enable any railroad company whose main line runs near to any county seaf to change and re-locate such line so as to run through such county seat. [Approved May 5, 1891, In force July 1, 1891. L. 1891, p. 183; Legal News Ed. p. 125.
- 20.5. Religeation of railroad—county seat] § 1. Re it caused by the Pople of the State of Illinois, represented in the General Assembly. That each and every railroad corporation organized in this state, ordoing business therein, which has a branch of its railway running through any county seat and is compelled by law to run all trains passing over the line used by it as its main line upon and over said branch to such county seat, be and is hereby authorized to re-locate and change the line used by it as its main line of railway and bring it into or through such county seat, be that all trains running over said main line shall pass into or through such county seat on said main line shall pass into or through such county seat on said main line and stop thereat to receive and let off passengers and to put on and take off freight.
- 206. Re location—running trains—main line—i epot.] 2. Whenever any railroad corporation shall have re-located and changed the line used by it as its main line of railway, as provided in section one of this act, and shall run all trains over said main line when re-located into or through such county seat, it shall not be required, notwithstanding the decision of any court of this state heretofore rendered, to run any train or trains passing over the line used by it as its main line upon or over any part of said branch into said county seat: Provided, however, it shall be the duty of any such railroad corporation desiring to avail itself of the provisions of this act to so re-locate its main line of railroad as to bring the same as near to the business center of such county seat as such branch of its railroad is now located, and such railroad corporation upon its main line so re-located shall build, erect and maintain a good and sufficient depot as near to the business center of such county seat as the depot which may now be located on such branch of its railway, and at such depot on said re-located main line of railroad all trains shall stop to receive and let off passengers and to put on and take off freight. And any railroad company accepting the provisions of this act shall abandon its right of way and remove its tracks over that portion of its main line between the point where said re-located line leaves the main line as now located and the point where said main line as now located intersects its said branch line as now located, and any railroad company accepting the provisions of this act shall file in the office of the recorder of the county where such change is made, a map showing in detail the portion of the lines and tracks abandoned and of the new line as re-located, and such recorder shall record such map.

207. ACCEPTING PROVISIONS OF ACT—TO MAINTAIN DEPUT, ETC.] § 3. Any railroad corporation accepting the provisions of this act and re-locating a portion of its main line under the provisions thereof shall forever maintain its depot and operate its main line as re-located.

208. POWER OF CORPORATION MAKING CHANGE—CONDEMNATION, \(\frac{1}{2}\) 4. Every such corporation making the change in the line used by it as its main line provided for in section one of this act is hereby vested with full power and authority to acquire lands necessary for the right of way and depot purposes for the purpose of making such change in its line and for establishing the necessary depots thereon; and if it is unable to obtain such lands by purchase it may acquire them in the manner and under the conditions provided by the act to provide for the exercise of the right of eminent domain.

RAILROAD CROSSINGS.

- AN ACT in relation to the crossing of one railway by another, and to prevent danger to life and property from grade crossings. [Approved May 27, 1889. In force July 1, 1889. L. 1889, p. 223: Legal News Ed. p. 139.
- 209. The crossing of one railroad by another] § 1. Be it constead by the People of the State of Illinois, represented in the General Assembly, That hereafter any railroad company desiring to cross with its tracks the

main line of another railroad company, shall construct the crossing at such place and in such manner as will not unnecessarily impede or endanger the travel or transportation upor the railway so crossed. If in any case objection be made to the place or mode of crossing proposed by the company desiring the same, either party may apply to the Board of Railroad and Warehouse Commissioners and it shall be their duty to view the ground and give all parties interested an opportunity to be heard. After full investigation, and with due regard to safety of life and property, said board shall give a decision prescribing the place where and the manner in which said crossing shall be made, but in all cases the compensation to be paid for property actually required for the crossing and all damages resulting therefrom, shall be determined in the manner provided by law in case the rarties fail to agree.

210. Expense of construction of crossing.] § 2. The railroad company seeking the crossing shall in all cases bear the entire expense of the construction thereof, including all costs and incidental expenses incurred in the investigation by the Board of Railroad and Warehouse Commissioners.

AN ACT to protect persons and property from danger at the crossings and junctions of railroads by providing a method to compel the protection of the same. (Approved June 2, 184). In force July 1, 184. L. 1891, p. 181; Legal News, Ed. p. 128.

- 211. PROTECTING CROSSINGS—INTERLOCKING ON OTHER SAFETY DEVICES.] 2. 1. Be it contend by the Popule of the State of Blinois, represented in the General Assembly, That in every case where the main tracks of two or more railroads cross at a grade in this state, any company owning or operating any one of such tracks, whose managers may desire to unite with others by protecting such erossings with interlocking or other safety devices, may file with the Railroad and Warehouse Commission a petition stating the facts of the situation, and asking said Railroad and Warehouse Commission to order such crossing to be protected by interlocking signals, devices and switches, or other safety appliances. Said petition shall be accompanied by a plat showing the beation of all tracks; and upon the fling thereof, notice shall be veel in such crossing, and the said Railroad and Warehouse Commission shall thereipen view the site of such crossing, and shall, as soon as practicable, appoint a time and place for the hearing of such petition.
- 212. When Grade Crossins, dangerous—fower of commission—peritrox.] § 2. If the said Railroad and Warehouse Commission shall, from information obtained in any manner, have cause to believe that any such grade crossing, as described in section one of this act, is dangerous to the public or to persons operating trains, and requires protection, then it shall be the duty of said commission, without any petition, and of its own motion, to cite the several companies or persons owning or operating the railway tracks forming such crossing, to come before said commission at such time and place as may be named, and show cause why they should not be required to provide such crossing with interlocking or other safety appliances.
- 213. Commission to hear perition—interreducing signals, etc.—cov.] § 3. At the time and place named for hearing under any petition filed in pursuance of section one of this act, or in any citation issued in pursuance of section two thereof, unless the hearing is or good cause continued, said Railroad and Warehouse Commission shall proceed to try the question whether or not the crossing shall be protected by interlocking or otherwise, and shall give to all companies and parties interested an opportunity to be fully heard, and said commission shall, after such hearing, enter an order upon a record book or docket to be kept for the purpose, denying the petition or discharging the citation if the protection of such crossing as proposed is deemed unnecessary, or if said commission shall be of opinion, from the evidence and facts produced, that the public good requires that such crossing be protected, then the commission shall enter an order prescribing an interlock-ing device or equipment for such crossing, in case the companies interested

can not agree upon a device, in which order shall be specified the kind of machine to be used, the switches, signals and other devices or appliances to be put in, and the location thereof, and all other matters which may be deemed proper for the efficient protection of such erossing, and said commission shall further designate, in such order, the proportion of the cost of the construction of such plant, and of the expense of maintaining and operating the same, which each of the companies or persons concerned shall pay. In case, however, one railroad company shall horeafter seek to cross at grade with its track or tracks of another railroad company, and the track or tracks of such a such as a such

- 214. Commission to inspect plant—may issue permit to run cross-ING WITHOUT STOPPING. 2 4. It shall be the duty of every railroad company or person owning or operating any track involved in any such crossing to comply with and carry out fully, or unite with the others in doing so, any order of said Railroad and Warehouse Commission made in pursuance of any proceeding instituted or had under this act, such work to be completed within ninety days after such order is made unless the Railroad and Warehouse Commission shall for good cause shown extend the time; and when any such plant shall have been completed and made ready for use, it shall be the duty of the companies or persons concerned to notify the said Railroad and Warehouse Commission thereof, whereupon said commission shall inspect or cause to be inspected the said completed plant in the same manner as is now provided in the act upon that subject, approved June 3, 1887; and if, upon such inspection the said plant is deemed to be well constructed and suitable and sufficient for the purpose, the said Railroad and Warehouse Commission shall issue a permit empowering the several companies or persons owning or operating the tracks involved herein to r in such crossing without stopping, under such rules and regulations as may be in force, or may thereafter be adopted, by the said commission, any law now in force upon the subject of stopping trains at railway crossings to the contrary notwithstanding.
- 215. PENALTY FOR NOT COMPLATING WITH ORDER.] § 5. Any company, person or corporation refusing or neglecting to comply with any order made by the said Railroad and Warehouse Commission in pursuance of this act shall forfeit and pay a penalty of \$200 for each week of such refusal and neglect, the same to be recovered in an action of debt in the name of the People of the State of Illinois, and to be paid, when collected, into the county treasury of any county where any such suit may be tried.
- 216. EXPENSES—HOW FAID.] § 6. All expenses incurred in any proceeding under this act shall be paid by the railway companies concerned, in equal portions, upon bills to be rendered by the secretary of said commission.
- 217. What a crossing within meaning of act.] § 7. Every junction of two or more railroad tracks, whether the tracks joining each other are owned by different companies or by the same company, shall be taken and deemed to be a crossing within the meaning of this act. Provided, that this section shall not apply to a switch, spur or side tracks.

AUTHORIZING THE SALE AND TRANSFER OF ANY RAILROAD OR RAIL-ROAD AND TOLL BRIDGE IN CERTAIN CASES

- AN ACT concerning the rights powers and duties of certain corporations therein mentioned authorizing the sale and transfer of any railroad, or railroad and toll bridge, and other in respect thereto, of any corporation of this State, to corporation of another State, and prescribing the rights, powers, duties and obligations of the purchasing company, [Approved April 21, 1898. In Torce July 1, 1899. L. 1889, p. 1915. [Legal News Ed., p. 244.
- 218. When the corporation of this state may sell and convey, and such corporation of another state may purchase, in fee simple, or otherwise, etc.] § 1. Be it enacted by the People of the State of Illinois represented in the General Assembly: Whenever a corporation organized under the laws

of another state shall be in possession of a railroad, or railroad and toll bridge, the whole or a part of which is situated in this state, belonging to a corporation organized or existing under the laws of this state, or shall own or control all of the capital stock of such corporation of this state, then the corporation of this state may sell and convey, and such corporation of another state. as above mentioned, may purchase in fee simple or otherwise, all of such rail-road and toll bridge, or all of such railroad, or any part thereof, together with all the rights, powers, privileges, franchises, immunities and other property used in connection therewith or pertaining thereto, of the corporation of this state, upon such terms and conditions as may be agreed upon between the board of directors of the respective companies; and thereupon and thereafter the railroad company so purchasing shall hold in fee simple or otherwise, and forever use and enjoy the property so purchased, and may exercise the powers, privileges, immunities and franchises of the corporation whose property is so purchased, and may, when necessary or proper, exercise in the same manner as railroad corporations of this state are authorized to, the power of eminent domain in acquiring lands or property necessary or convenient for the betterment, maintenance, extension or operation of such railroad. and for the construction, use and maintenance of spurs, switches, sidetracks, depots, stations, terminals and other facilities to be used in connection with such railroad: Provided, however, said sale and purchase shall be approved by the stockholders owning not less than two-thirds in amount of the capital stock of the respective companies becoming parties to such purchase and sale, and such approval may be given at any annual or special meeting upon sixty days' notice being given to all the shareholders of the question to be acted upon, by publication in some newspaper published in the county or counties where the principal office or place of business of the company or companies existing under the laws of this state may be situated or located: Provided, further, that the railroad company or corporation which purchases any railroad or railroad and toll bridge in this state, shall operate, such railroad or railroad and toll bridge situated within this state, and hold such property situated within this state, and the franchises so acquired, subject to all the rights, powers privileges, duties and obligations prescribed by the general railroad laws of this state for the regulation, government, taxation or control of railroads organized, or which may be organized, under the laws of this state: And, provided, further, that this act shall not be construed so as to permit any railroad company to purchase any parallel or competing line of railroad in this state.

Parts of Various Statutes of Illinois of Interest

RAILROAD COMPANIES.



FROM VARIOUS STATUTES OF ILLINOIS.

STREET RAILWAYS OVER BRIDGES.

Provides for building of street railways over bridges.

AN ACT to give companies leasing, operating or controlling bridges connecting cities towns or villages in this State with cities, towns or villages in adjoining states, power to lease, own, construct and operate street railways over such bridge and in adjoining counties, and acquire stock in and guarantee bonds of such street railways.

Section 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: That any company owing, [owning] leasing, operating or controlling a bridge connecting any city, town or village in this state with any city, town or village of any adjoining state, may lease, own, construct and operate a street railway over such bridge and in such cities, towns or villages and counties in which same may be situated, and in adjoining counties, and may also acquire and hold stock and guarantee bonds of any company operating such street railway or railways.

Approved June 4, 1897.

SELLING OR FRAUDULENTLY USING PASSES.

 Unlawful for persons to buy, sell, give | 2. Penalty. or transfer any pass.

AN ACT to prevent buying, selling or fraudulenty using passes upon railroads, steamboats or other public conveyances.

Section 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly. That it shall not be lawful for any person to buy, sell, give, barter or transfer in any manner any pass which, by conditions expressed thereon, is not transferable, or any form of free transferable, issued or given by any railroad company, steamboat company, or owners of other public conveyance in this state. Nor shall it be lawful for any person to use, or attempt to use, for the purpose of being transported upon any railroad, steamboat or other public conveyance in this state, any pass or any form of free transportation issued in the name of any person other than the one so using, or attempting to use, such pass or form of free transportation.

§ 2. Any person violating any of the provisions of this act shall be deemed guilty of a misdemeanor, and shall be liable to be punished by a fine not exceeding \$100, or by imprisonment not exceeding one year, or either, or both, at the discretion of the court in which such person or persons shall be convicted.

APPROVED June 10, 1897.

AN ACT to provide for the incorporation of cities and villages. [Approved April 10, 1872, in force July 1, 1872. L. 1871-2, p. 218.]

Powers of the city council, R. S. 1895, Chap. 24, Art. V., See. 1. The city council in cities, and president and the board of trustees in villages, shall have the following powers:

Twenty-fifth—To provide for and change the location, grade and erossings of any railroad.

Trenty-sixth—To require railroad companies to fence their respective railroads, or any portion of the same, and to construct eattle guards, crossings of streets and public roads, and keep the same in repair, within the limits of the corporation. In case any railroad company shall fail to comply with any such ordinance, it shall be liable for all damages the owner of any cattle or horses or other domestic animal may sustain by reason of injuries thereto while on the track of such railroad, in like manner and extent as uncler the general laws of this state, relative to the fencing of railroads; and actions to recover such damages may be instituted before any justice of the peace or other court of competent jurisdiction.

Trenty-screath—To require railroad companies to keep flagmen at railroad crossings of streets, and provide protection against injury to persons and property in the use of such railroads. To compel such railroads to raise or lower their railroad tracks to conform to any grade which may, at any time, be established by such city, and where such tracks run lengthwise of any such street, alley or highway, to keep their railroad tracks on a level with the street surface, and so that such tracks may be crossed at any place on such street, alley or highway. To compel and require railroad companies to make and keep open and to keep in repair ditches, drains, sewers and culverts along and under their railroad tracks so that fifthy or stagnant pools of water can not stand on their grounds or right of way, and so that the natural drainage of adjacent property shall not be impeded.

Eighty-ninth—The city council shall have power, by condemnation or otherwise, to extend any street, alley or highway over or across, or to construct any sewer under or through any railroad track, right of way, or land of any railroad company (within the corporate limits); but where no compensation is made to such railroad company, the city shall restore such railroad track, right of way or land to its former state, or in a sufficient manner not to have impaired its usefulness.

Niutieth—The city council or board of trustees shall have no power to grant the use of or the right to lay down any railroad tracks in any street of the city, to any steam, dummy, electric, cable, horse or other railroad company, whether the same shall be incorporated under any general or special law of this state, now on hereatter in force, except upon the petition of the owners of the land representing more than one-half of the frontage of the street, or so much thereof as is sought to be used for railroad purposes, and when the street or part thereof sought to be used shall be used to the whole miles measuring from the initial point named in such petition, of such street or the part thereof sought to be used for railroad purposes.

AN ACT to revise the law in relation to criminal jurisprudence. [Approved March 27, 1874, in force July 1, 1874.]

Railroads to person owning, controlling or operating a railroad shall refuse or destroy tan person owning, controlling or operating a railroad shall refuse or data histes, neglect to dig up and destroy, or take other certain means of ex-

terminating Canada thistles and other noxious weeds that may at any time he growing upon the right of way or other lands of such roads, or appertaining thereto, they shall be fined for each offense not less than \$50 nor more than \$200; the fine to be paid as in the preceding section. [L. 1869, p. 326, § 1, 2.

Whenever any person in the employ of any railroad com-8 77. pany, whether such company is incorporated by this or any other state, shall fraudulently neglect to cancel or return to the proper officer, company or agent, any coupon or other railroad ticket or pass, with the intent to permit the same to be used in fraud or injury of any such company, or if any person shall steal or embezzle any such coupon or other railroad ticket or pass, or shall fraudulently stamp, or print, or sign, any such ticket, coupon or pass, or shall fraudulently sell or put in circulation any such ticket, coupon or pass, the person so offending shall be punished by imprisonment in the penitentiary for the term of one year. [L. 1859, p. 154, § 2.

road tickets.

Whoever wilfully and maliciously displaces or removes Malicious misany switch, signal or rail of any railroad, or displaces or removes any signal or signal-light, from any bridge that is built across any navigable stream in this state, or breaks down, rips up, injures or destroys any track, bridge or other portion of any railroad, or places obstructions thereon, or places any false signal upon or

roads.

along the line of any railroad track, or upon any bridge built across any navigable stream in this state, or does any act to any engine, machine or car of such railroad, with intent that any person or property being or passing on or over such railroad, or over or through or under such bridge built across any navigable stream of this state, should be injured thereby, shall be imprisoned in the penitentiary not less than one year nor more than five years. Or if, in consequence of any such act done with such intent, any person being or passing on or over such railroad, or over, through or under such bridge, built across any navigable stream of this state, suffers any bodily harm, or any property is injured, the person so offending shall be imprisoned in the penitentiary not less than three nor more than ten years, and if, in consequence of any such act, done with such intent, any person is killed, the person so offending shall be deemed guilty of murder and punished accordingly. [As amended by act approved May 31, 1879, in force] July 1, 1879. L. 1879, p. 118; L. N. Ed., p. 92. For larceny, etc., of journal bearings, etc., see Railroads and Warehouses, ch. 114, § 200.

> removing lubri e a t e d packing.

186a. § 1. Be it enacted by the People of the State of Illinois, repre-Penalty sented in the General Assembly, That any person who shall malicious ly remove any waste or lubricated packing or other material from journal box or boxes of any railway engine, or tender, or any the passenger coach, freight or railway car, owned, used or operated by any railroad company, person, corporation or receiver, upon any railroad in this state, shall be guilty of a misdemeanor, and upon conviction shall be punished by a fine not more than one hundred dollars, or by imprisonment in the county jail for not less than ten uor more than thirty days, or by both such fine and imprisonment. (1)

injure railroads.

§ 187. If any two or more persons shall conspire or combine to Combining to break down, take up, injure or destroy any railroad bridge, or to burn or destroy any engine, engine house, car house, machine shop, or any other building or machinery necessary to the free use of any railroad, every such person shall be punished by imprisonment in the penitentiary not less than two nor more than five years. [2d L. 1861, p. 8, § 1.

- Obstructing \$ 188. If any two or more persons shall attempt to prevent the train laden with munipassage of any railroad train, carrying any provisions, troops or immunitions of war, for the use or in the employment of this state troops, etc. or of the United States, by any violence or offer of violence, or of the United States, by any violence or offer of violence, or of the United States, by any violence or attempt to induce, entice or pursuade, or attempt to induce, entice or pursuade any other person to do so, such persons, and each of them, shall be imprisoned in the penitentiary not less than one nor more than ten vers. [23 L. 1861, p. 8, 2, 2.
- Attempting \$189. Whoever shall maliciously make any attempt, although the same may not succeed, to place obstructions on any railroad track, to burn, blow up, or destroy any railroad bridge, or in any other way prevent the free and safe passage of trains on any railroad, shall be imprisoned in the penitentiary not less than one nor more than two years. [2d L. 1801, p. 8, 2 a.]
- Induce neing \$190. Whoever shall maliciously hire, persuade or induce, others to in attempt to hire, induce or persuade any person to burn or in any roads.

 | May injure or destroy any railroad bridge, to take up, injure or destroy any railroad track, or any machine shops, engine house, car house, engine or ear, or other machinery or property necessary for the operation of any railroad, shall be imprisoned in the penitentiary not less than one nor more than ten years. [2d L.
- Railroad engi. § 191. Any engineer or person having charge of or running neers liable for a void. any railroad engine or locomotive, who shall wilfully or unnecesable injury sarily kill, wound or disfigure any horse, cow, mule, hog or other to animals.

 to animals.

 to animals and under the property so killed, wounded or disfigured, and confined in the county jail for a period of not less than ten days; and any such engineer who shall wantonly or unnecessarily blow the engine whistle so as to frighten any team shall be liable
- Illegally purchasing or the person shall purchase or receive for sale from the property of of iron. brass or other metal which has been manufactured and is company.

 Letter the reconstruction of the person of the metal which has been manufactured and is company.

 Letter the reconstruction of the person of the metal which has been manufactured and is company.

 Letter the reconstruction of the person of the president, general manager or general superintendent of such railroad company, such person shall be fined in a sum not less than \$100 nor more than \$500, and be imprisoned not less than ten days nor more than innery.
- Offense com: 2 402. (Div. X. & II.) When any offense is committed in or railroad car passing over any railroad in this state, or railroad car, any water-craft navigating any of the waters within this state, and it can not be readily determined in what county the offense was committed, the offense may be charged to have been committed and the offender tried in any of the counties through or along or into which such railroad car or water-craft may pass or come, or can resonably be determined to have been on or near the day when the offense was committed.

AN ACT to revise the law in relation to plats. [Approved March 21, 1874

Plats to be recorded.

R. S. 1895. Chap. 109. § 9. Whenever any highway, road,
street, alley, public ground, toil-road, railroad or canal is laid out,
located, opened, widened or extended, or the location thereof
altered, it shall be the duty of the commissioners, authorities, officers, persons or corporations, public or private, laying out, locating, opening, widening, extending or altering the same, to cause
a plat thereof showing the width, courses and extent thereof, and
making such reference to known and established corners or monuments that the location thereof may be ascertained, to be made

and recorded in the office of the recorder of the county in which the premises taken or used for the same, or in any part thereof, are situated, within six months after such highway, road, street, alley, public ground, toll-road, railroad or canal is laid out, located, opened, widened or extended, or the location thereof altered; and when any highway, road, street, alley, public ground, toll-road, railroad or canal is vacated, the order, ordinauce or other declaration vacating the same shall be in like manner recorded. act shall not be construed to after or affect any law specifically providing for the recording of any such plat, or to require the same to be recorded sooner than is so specifically provided; except that any requirements to record such plat in any other place cept that any requirements to record suce part in any coarse parts than is provided herein shall not excuse the parties from complying with this act. Whoever shall refuse or neglect to comply with this section shall forfeit \$25, and the like sum for every month he shall continue in such refusal or neglect after conviction thereof, to be recovered before any justice of the peace of the county, in the name of the county, one-half to the use of the county and the other half to the use of the person complaining. [R. S. 1845, p. 487, §. 33.

AN ACT for the assessment of property and for the levy and collection of taxes. [Approved March 30, 1872. In force July 1, 1872.

R. S. 1895, Chap. 120, Sec. 40. Every person, company or cor-Schedules 1st poration owning, operating or constructing a railroad in this state, shall return sworn lists or schedules of the taxable property of such railroad, as hereinafter provided. Such property shall be

listed and assessed with reference to the amount, kind and value, on the first day of May of the year in which it is listed.

§ 41. They shall, in the month of May of the year 1873, and at Time of filing the same time in each year thereafter when required, make out and file with the county clerks of the respective counties in which the railroad may be located, a statement or schedule showing the property held for right of way, and the length of the main and all side and second tracks and turnouts in such county, and in each city, town or village in the county, through or into which the road may run, and describing each tract of land, other than a city, town or village lot, through which the road may run, in accordance with the United States surveys, giving the width and length of the strip of land held in each tract, and the number of acres They shall also state the value of improvements and stations located on the right of way. New companies shall make such statement in May next after the location of their roads. When such statement shall have been once made, it shall not be necessary to report the description as hereinbefore required, unless directed so to do by the county board; but the company shall, during the month of May, annually, report the value of such property, by the description set forth in the next section of this act, and note all additions or changes in such right of way as shall have occured.

Such right of way, including the superstructures of main, side or second track and turnouts, and the stations and improvements of the railroad company on such right of way, shall be held to be real estate, for the purposes of taxation, and denominated "railroad track," and shall be so listed and valued; and shall be described in the assessment thereof as a strip of land extending on each side of such railroad track, and embracing the same, together with all the stations and improvements thereon, commencing at a point where such railroad track crosses the boundary line in entering the county, city, town or village, and extending to the point where such track crosses the boundary line leaving such county, city, town or village, or to the point of termination in the same, as the case may be containing

Ferm of

Railroad Track"-Description of.

acres, more or less (inserting name of county, township, city, town or village boundary line of same, and number of acres, and length in feet), and when advertised or sold for taxes, no other description shall be necessary. [C., B. & Q. R. R. v. Paddock et al., 75 Ill., 616.

How "Rail assessed.

§ 43. The value of the "railroad track" shall be listed, and road Track taxed in the several counties, towns, villages, districts and cities. in the proportion that the length of the main track in such county. town, village, district or city bears to the whole length of the road in this state, except the value of the side or second track, and all turnouts, and all station houses, depots, machine shops, or other buildings belonging to the road, which shall be taxed in the county, town, village, district or city in which the same are located.

Rolling Stock"-Schedule.

\$ 44. The movable property belonging to a railroad company shall be held to be personal property, and denominated, for the purpose of taxation, "rolling stock." Every person, company or corporation owning, constructing or operating a railroad in this state, shall, in the month of May, annually, return a list or schedule, which shall contain a correct, detailed inventory of all the rolling stock belonging to such company, and which shall distinetly set forth the number of locomotives of all classes, passenger cars of all classes, sleeping and dining cars, express cars, baggage cars, horse cars, cattle cars, coal cars, platform cars, wrecking cars, pay cars, hand cars, and all other kinds of cars.

How; "rolling 2 45. The rolling stock shall be used and taken in the proportion stock" listed counties, towns, villages, districts and cities, in the proportion towns used or operated in such county, town, village, district or city bears to the whole length of the road used or operated by such person, company or corporation, whether owned or leased by him or them in whole or in part. Said list or schedule shall set forth the number of miles of main track on which said rolling stock is used in the State of Illinois, and the number of miles of main track on which said rolling stock issued elsewhere.

Personalty' tate than

§ 46. The tools and materials for repairs, and all other perand real essonal property of any railroad except "rolling stock," shall be other roll, listed and assessed in the county, town, village, district or city wherever the same may be on the first day of May. All real esand "rail tate, including the stations and other buildings and structures road track, thereon, other than denominated "railroad track," belonging to any railroad, shall be listed as lands or lots, as the case may be, in the county, town, village, district or city where the same are

located.

and "personal property."

How "such § 47. The county clerk shall return to the assessor of the town other other per or district, as the case may require, a copy of the schedule or list sonal and of the real estate (other than "railroad track"), and of the ty to be as personal property (except "rolling stock") pertaining to the sesseil. railroad, and such real and personal property shall be assessed by the assessor. Such property shall be treated in all respects, in regard to assessment and equalization, the same as other similar property belonging to individuals, except that it shall be treated as property belonging to railroads, under the terms "lards,

Railroad

"lots"

48. At the same time that the lists or schedules are hereinturns Auditor. to before required to be returned to the county clerks, the person, company or corporation running, operating or constructing any railroad in this state, shall return to the Auditor of Public Accounts sworn statements or schedules, as follows:

> First-Of the property denominated "railroad track," giving the length of the main and side and second tracks and turnouts, and showing the proportions in each county, and the total in the state.

Second-The "rolling stock," giving the length of the main track in each county, the total in the state, and the entire length of the road.

Third-Showing the number of ties in track per mile, the weight of iron and steel per yard, used in main and side tracks, what joints or chains are used in track, the ballasting of road, whether gravel or dirt, the number and quality of buildings or other structures on "railroad track," the length of time iron in track has been used, and the length of time the road has been built.

Fourth—A statement or schedule showing:

- The amount of capital stock authorized, and the number of shares into which such capital stock is divided.
 - The amount of capital stock paid up.
- 3. The market value, or if no market value, then the actual value of the shares of stock.
- 4. The total amount of all indebtedness, except for current expenses for operating the road.
- 5. The total listed valuation of all its tangible property in this state.

Such schedule shall be made in conformity to such instructions and forms as may be prescribed by the Auditor of Public Accounts.

§ 49. If any person, company or corporation owning, operat-Neglect to reing or constructing any railroad, shall neglect to return to the county clerks the statements or schedules required to be returned to them, the property so to be returned and assessed by the assessor shall be listed and assessed as other property.

In case of failure to make returns to the auditor, as hereinbefore provided, the auditor, with the assistance of the county clerks and assessors, when he shall require such assistance, shall ascertain the necessary facts and lay the same before the State Board of Equalization. In case of failure to make said statements, either to the county clerk or auditor, such corporation, company or person shall forfeit, as a penalty, not less than \$1,000 nor more than \$10,000 for each offense, to be recovered in any proper form of action, in the name of the People of the State of Illinois, and paid into the state treasury.

§ 50. The auditor shall, annually, on the meeting of the State State Board of Equalization, lay before said board the statements and schedules herein required to be returned to him; and said board property. shall assess such property in the manner hereinafter provided

§ 51. The county clerk shall procure, at the expense of the Railroad tax county, a record book, properly ruled and headed, in which to enter the railroad property of all kinds as listed for taxation. and shall enter the valuations as assessed, corrected and equalized in the manner provided by this act; and against such assessed, corrected or equalized valuation, as the case may require, the county clerk shall extend all the taxes thereon for which said property is liable. And at the proper time fixed by this act for delivering tax books to the county collector, the clerk shall attach a warrant, under seal of his office, and deliver said book to the county collector, upon which said county collector is hereby required to collect the taxes therein charged against railroad property and pay over and account for the same in the manner provided in other cases. Said book shall be returned by the collector and be filed in the office of the county clerk for future use.

Board to assess railroad

tending and collecting tax.

Description of \$\begin{align*}{c} 52. When any railroad company shall make or record a plat platted land, of any contiguous lots or parcels of land belonging to it, the same may be described as designated on such plat.

Board in as a life of the property of the property decominated in this act as "railroad grouperty denominated in this act as "railroad grouperty denominated in this act as "railroad grouperty denominated in this act as "railroad road track" track" and "rolling stock;" and said board is hereby given the and "rolling power and authority, by committee or otherwise, to examine pertribution of sons and papers. The amount so determined and assessed, shall have been active to be certified by the auditor to the county clerks of the proper tension of countries. The county clerk shall in like manner distribute the several towns, districts, villages and cities in his county entitled to the property of the state of the property of the same as against other property in such towns, districts, villages and cities.

Capital stock letegraph companies, assessed by said board shall be distributed and tell-proportionately by said board to the several counties in like many tributed of the proportionately by said board to the several counties in like many tributed of the said stributed. The amounts of determined shall be certified by tension of the Anditor to the county clerks of the proper counties. The county clerk shall, in like manner, distribute the value, so certified to him by the anditor, to the county querk shall, in like manner, distribute the value, so certified to him by the anditor, to the county entitled to a proportionate value of such capital stock. And said clerk shall earlies against such roperty in such

(owns. districts, villages and cities.

3.17. § 53. All lists, sebedules, returns and statements heretofore and required by law to be made between the first day of May and the first performance day of July, by the assessors or by the owner of property, or person afacts under required by law to list the same shall hereafter be made between the teneral the first day of April and the first day of June of each year.

law changed Approved Feb. 25, 1898. Session Laws, 1898.

AN ACT to provide for the organization of road districts, the election and duties of officers therein, and in regard to roads and bridges, in counties not under township organization, and to repeal an act and parts of acts therein named. Approved May 4, 1887. In force July 1, 1887. L. 1887, p. 296; Legal News Ed., p. 184.

Where road and road road and road and road and road and road and road and road and r

AN ACT to provide for the sale of personal property by common carriers, warchouse men and inn keepers, and by others naving liens thereon, Title as numended May 13, 1879, in force July 1, 1879, L. 1879, p. 317. Legal

News Ed., p. 229.

Sale of unclaimed R. S. 1895, Chap. 141, Sec. 1

R. S.856, Chap. 141. Sec. 1. That whenever any trunk, cap-t-bag, value, bundle, package, or article of property, transported, or coming into the possession of any railroad or express company, or any other common carrier, or inn-keeper or ware-houseman, or private warehouse-keeper, in the course of its or his business as common carriers, inn keeper, warehouseman, or private warehouse-keeper, shall remain unclaimed and the legal charges thereon unpaid during the space of six months after its arrival at the noint to which it shall have been directed, and the

owner or person to whom the same is consigned can not be found upon diligent inquiry, or, being found and notified of the arrival of such article, shall refuse or neglect to receive the same and pay the legal charges thereon for the space of three months, it shall be lawful for such common carrier, inn-keeper, warehouse-man or private warehouse-keeper to sell such article at public auction, after giving the owner or consignee fifteen days' notice of the time and place of sale, through the postoffice, and by advertising in a newspaper published in the county where such sale is made, and out of the proceeds of such sale to pay all legal charges on such articles, and the over-plus, if any, shall be paid to the owner or consignee upon demand. [As amended by act approved June 18, 1883; in force July 1, 1883. L. 1883, p. 175; Legal News Ed., p. 137.

2. Perishable property which has been transported to destination, and the owner, or consignee, notified of its arrival, or be-Perishable ing notified, refuses or neglects to receive the same and pay the legal charges thereon, or if upon diligent inquiry the consignee can not be found, such carrier may, in the exercise of reasonable discretion, sell the same at public or private sale without advertising, and the proceeds, after deducting the freight and charges and expenses of sale, shall be paid to the owner or consignee upon demand.



PARTS OF PROCLAMATIONS BY THE GOVERNOR, RELATING TO THE SHIPMENTS OF LIVE STOCK AND THE RELATIONS OF RAILROAD COMPANIES THERE-TO, AND PART OF A STATUTE TO PREVENT THE INTRODUCTION OF DANGEROUS INSECTS.

PROCLAMATION

SCHEDULING CERTAIN LOCALITIES ON ACCOUNT OF SPLENIC OR TEXAS FEVER,

STATE OF ILLINOIS, EXECUTIVE DEPARTMENT,

Pursuant to the terms of an act of the General Assembly entitled "Au Act to Revise the Law in Relation to the Suppression and Prevention of the Spread of Contagious and Infectious Disasses Among Domestic Animals," approved June 27, 1885, in force July 1, 1885, as amended by an Act approved July 1, 1895, and except in accordance with the provisions of an act of the General Assembly of the State of Illinois entitled "An Act to Define the Dutties of Railroad, Steamboat, Transportation and Stock Yard companies under proclamation of the Governor scheduling territory on account of Splenic or Texas Fever," approved and in force May 28, 1889.

Now. Therefore, I, John R. Tanner, Governor of the State of Illinois, as provided by Section 4 of above entitled act, do hereby make proclamation of the foregoing facts, and schedule the following territory, to-wit:

All that territory lying south of a line beginning on the Pacific Coast at the northwest corner of the State of California; thence running east to the northeast corner of said state; thence running southeasterly along the eastern boundary of said state to the southeast corner thereof; thence along the southern boundarn lines of Arizona, New Mexico and Texas to the southwest corner of Pecos County, in the State of Texas; thence following the western boundary of Pecos County to the southeast corner of Reeves County; thence along the boundary line between the counties of Pecos and Reeves to the Pecos River; thence southeasterly, following the Pecos River, to the northwest corner of Crockett County; thence east along the northern boundary lines of Crockett and Schliecher Counties to the southeastern corner of Irion County; thence north along the eastern boundary line of Irion County to the northeast corner of said county; thence north to the southern boundary line of Coke County; thence west to the southwest corner of Coke County; thence north along the western boundary line of Coke County to the southern boundary of Mitchell County; thence east to the southeast corner of Mitchell County; thence north along the eastern boundary line of Mitchell County to the northeast corner of said county; thence east along the southern boundary lines of Fisher and Jones Counties to the southeast corner of Jones County; thence north along the eastern boundry line of Jones County to the northeast corner of said county; thence east along the southern boundary line of Haskel County to the southeast corner of said county; thence north along the western boundary lines of Throckmorton and Baylor Counties to the northwest corner of Baylor County; thence east along the southern boundary line of Wilbarger County to the southeast corner of said county; thence north along the eastern boundary liue of Wilbarger County to Red River; thence continuing in a northwesterly direction along the course of said river and the northern boundary line of Texas to the southeast corner of Greer County; thence northerly. following the course of the North Fork of the Red River, to its intersection with the southern boundary line of Roger Mills County, in the Territory of Oklahoma, along the western boundary line of Apache, Commanche and Kiowa Indian Reservations; thence east alond the southern boundary lines of Roger Mills and Washita Counties to the intersection with the boundary line of Wichita Indian Reservation on the Washita River; thence north along the western boundary line of said reservation to its northwest corner at its intersection with the Canadian River in the County of G; thence in a southeasterly direction along the course of said river and the northern boundary of the Wichita Indian Reservation to the northeast corner of said reservation; thence easterly along the southern boundary line of Canadian County to the southeast corner of said county: thence north along the eastern lines of Canadian and Kingfisher Counties to the northeast corner of Kingfisher County; thence east along the southern boundary of O (Garfield) County to the southeast corner of said county; thence north along the eastern boundary line of O (Garfield) County to the northeast corner of said county; thence east along the southern boundary line of K County to the west line of the Ponca Indian Reservation; thence north along the west boundary line of said reservation to the northwest corner of said reservation; thence east along the northern boundary line of the Ponca Indian Reservation to the Arkansas River; thence in a northerly direction, following the course of said river to its intersection with the thirty-seventh parallel of north latitude at the southits intersection with the unity sevenin paranet of norm amoust at the southern boundary line of the State of Kansas; thence running east along the southern boundary line of the State of Kansas to its intersection with the western boundary line of the State of Missouri; thence south along the western boundary line of the State of Missouri to the southwest corner of said state; thence east along the southern boundary line of the State of Missouri state: incince east along the Southern boundary line of the State of Missouri; thence southerly along the western boundary line of Dunklin County in said state; thence southerly along the southern boundary line of the State of Missouri; thence southerly along the southern boundary line of the State of Missouri; thence southerly along the east bank of the Mississippi River to the northwest corner of Tipton County, in the State of Tennessee; thence easterly along the northern boundary ine of Tipton County to northeast corner of said county; thence northerly and easterly along the western and northern boundary lines of Haywood County to the northeast corner of said county: thence easterly along the northern boundary lines of Madison, Henderson and Decatur counties to the northeast corner of Decatur; thence south along the eastern boundary line of Decatur County to the northwest corner of Wayne County; thence easterly along the northern boundary lines of Wayne and Lawrence Counties to the northwest corner of Giles County; thence south along the western boundary line of Giles County to the southwest corner thereof; thence easterly along the southern boundary line of Giles County to the southeast corner thereof; thence north along the eastern boundary of Giles County to the northeast corner thereof; thence easterly along the northern boundary lines of Lincoln and Moore Counties to the northwest corner of Moore County; thence north along the western boundary lines of Coffee and Cannon Counties to the northwest corner of Cannon County; thence easterly to the northeast corner of Cannon county; thence south to the intersection of eastern boundary line of Cannon county, with ary line of Warren County; thence easterly and northerly along the northern boundary lines of Warren, White and Cumberland Counties to the northeast corner of Cumberland County; thence southerly along the eastern boundary lines of Cumberland, Rhea and James Counties to the northwest corner of Bradley County: thence northerly and southeasterly along the northern boundarv lines of Bradley and Polk Counties to the northeast corner of Polk county; ary lines of braney and rost counters of the includest corner of rost county; thence south along the eastern boundary line of Polk County to the southeast corner thereof at the southwestern corner of North Carolina; thence east along the southern boundary lines of the Countes of Cherokee, Clay, Macon, Jackson and Transylvania, in the State of North Carolina, to the southeast corner of Transylvania; thence northwesterly along the eastern boundary line of Transylvania County to the southwest corner of Buncombe County; thence easterly along the southern boundary line of Buncombe County to the summit of the Blue Ridge Mountains; thence in a northeasterly direction following the said mountains, to their intersection with the northern boundary line of the State of North Carolina; thence hortheasterly, following the summit of the Blue Ridge Mountains, to the Blackwater River in the State of Virginia;

thence easterly along the course of said river through Franklin County to its intersection with the Stannton River on the eastern boundary of Franklin County; thence northeasterly along the east boundary line of Bedford County to its intersection with the James River; thence, following the James River, to the southeastern corner of Charles City County; thence northerly and easterly along the western and northern boundaries of James City, Gloucester and Matthews Counties to Chesapeake Bay; thence south to the northern boundary line of Elizabeth City County; thence westerly and northerly along the boundary lines of Elizabeth City and Warwick Counties to the James River; thence southeasterly along the course of the said river to the north-west corner of Norfolk County; thence south along the western boundary of North Carolina; thence east along the southern boundaries of Norfolk and Priucess Anne Counties to the Alantic Ocean.

And prohibit the importation of eattle from the above described territory into the State of Illinois from the first day of January to the first day of November of each year, except under the regulations hereto attached and made a part hereof, that have been prescribed by the State Board of Live Stock Commissioners and approved by me, as follows:

Regulations prescribed by the State Board of Live Stock Commissioners of Illinois, governing the importation of eattle into this State from localities scheduled by the Governor's proclamation with reference to Splenic or Texas Faver.

First—All railroad, steamboat and transportation companies in this State transporting such cattle into or through the State, or that shall receive or ship such cattle that have, prior to such shipment, been shipped or driven out of such scheduled territory to the point where they are received by such railroad, steamboat or transportation company for transportation into or through the State, shall, by their way-bill or bill of lading, state explicitly the point from whence said cattle were originally shipped or derived, and shall stamp thereon in large letters the words, "From the Scheduled District."

Second—All railroad, steamboat and transportation companies that shall so receive and ship such cattle shall, immediately after said cattle are unloaded, and before the said cars are used for any other purpose, cleanse and disinfect such cars or quarters in which the same are shipped, after first removing all manure and litter thoroughly from the floor and sides of the cars, inside and out, at places inaccessible to animals of the bovine species.

Third—All railroad, steamboat and transportation companies that shall hereafter unload any such cattle in any yards along the lines of their said roads or routes of travel, shall unload such cattle only in pens set apart especially for such cattle, and shall allow no other cattle to enter into or be placed in such pens.

Fourth—All stock yard companies in the State of Illinois receiving cattle shall set apart certain protions of their yards for the cattle described in the Governor's proclamation, and shall conspicuously mark the same, and shall provide separate chutes, alleys and scales for such cattle; and where the waybills or bills of lading of all the railroads delivering the same show that they are the kind of cattle before described, they shall be placed in that portion of the yards set apart for such cattle, and in no case shall such cattle be unloaded by any railroad, steamboat or transportation company in yards or pens other than those set apart for the exclusive receiving and yarding of such cattle.

Fifth—All stock yard companies in the State of Illinois receiving cattle from the scheduled district shall yard such cattle only in pens set apart for their exclusive use, and shall not permit the driving of such cattle through any alleys or over any scales other than those exclusively set apart for that purpose; and said stock yard companies shall not permit any cattle that have been imported from the scheduled district to leave the yard to be driven into, upon, over or across any public street, highway, alley or common. Sixth—Cattle may be imported from the scheduled district when they are destined for immediate slaughter in this State, in which case such cattle shall not be driven over any public highway or common.

Seventh—Cattle from the scheduled district may, while in transit through this State, be unloaded for the necessary time required for feeding and watering, only in pens and feed yards set apart for the exclusive use of such cattle.

Eighth—In case any person is desirons of purchasing cattle from the scheduled district for the purpose of feeding and grazing within this State, such person shall make application to this board for permission to do so, and in the event of the permit being issued, the cattle on their arrival and the pasture or premises to be occupied by them, shall be placed in quarantine at the owner's expense, under such rules and regulations as shall be prescribed by the board.

Ninth—Any cattle shipped into this State that shall be found infested with Southern Cattle Ticks (boophius bovis) shall be deemed and considered to have originated and been shipped from the district scheduled by the Governor, and shall be varded and treated as Southern eatile.

Terth-Cattle from the Scheduled District may be admitted into this State during any time of the year when accompanied by a certificate signed by a duly authorized and designated Inspector of the Bureau of Animal Industry, or a duly designated officer or agent of this board, stating that they have been dipped in accordance with the formula prescribed by the Bureau of Animal Industry, number of cattle, name of consignee, point of destination and route of shipment; and railroad and transportation companies may receive and transport such dipped cattle into this State from points without this State, or from stock yards within this State where dipping vats shall be established, when destined to points within this State, when such shipments are accompanied by such aforesaid certificates of such dipping. When the shipment of such dipped cattle originates outside of this State, the aforesaid dipping certificate shall be attached to the memorandum bill accompanying the shipment, and shall be delivered to all connecting lines receiving such cattle en route. The railroad company within the State of Illinois that shall receive and deliver such cattle to their final destination shall, immediately upon receiving such certificate, forward the same to the Secretary of the State Board of Live Stock Commissioners at Springfield, Illinois.

Eleventh—All cattle coming into this State in violation of any of the foregoing rules shall be liable to quarantine at the expense of the owner or consignee, and be disposed of in accordance with the law.

This proclamation to go into effect and be in force from and after January 1, 1899.

PROCLAMATION.

SCHEDULING LOCALITIES AND TERRITORY ON ACCOUNT OF TUBERCULOSIS
AMONG DARK AND BREEDING CATTLE.

STATE OF ILLINOIS, EXECUTIVE DEPARTMENT, SPRINGFIELD, June 13, 1899.

Pursuant to the terms of an act of the General Assembly entitled "An Act to Revise the Law in Relation to the Suppression and Prevention of the Spread of Contagious and Infectious Diseases among Domestic Animals," approved June 27, 1885, in force July 1, 1885, as amended by an Act approved and in force April 20, 1887, and an Act approved June 15, 1887, and in force July 1, 1887, as "The Act approved June 15, 1887, and in force July 1, 1887, as "The Act approved June 15, 1887, and in force July 1, 1887, and in force July 1, 1887, and an Act approved June 15, 1887, and in force July 1, 1887, and an Act approved June 15, 1887, and in force July 1, 1887, and an Act approved June 15, 1887, and in force July 1, 1887, and an Act approved June 15, 1887, and in force July 1, 1887, and an Act approved June 15, 1887, and in force July 1, 1887, and an Act approved June 15, 1887, and an Act

Now, Therefore, I, John R. Tanner, Governor of the State of Illinois, as provided by section 4 of the above entitled act, do hereby make proclamation of the foregoing facts, and schedule the following territory, to-wit:

All of the states and territory of the United States, other than the State of Illinois, and all foreign countries.

And prohibit the importation of dairy or breeding cattle (cows, calves or bulls, used or intended to be used for dairy or breeding purposes) from the above described territory into the State of Illinois, except under the regulations hereto attached and made a part hereof, that have been prescribed by the State Board of Live Stock Commissioners and approved by me.

RULES AND REGULATIONS

Prescribed by the State Board of Live Stock Commissioners of Illinois, governing the importation of dairy and breeding eather into this State from states and territory scheduled or to be scheduled by the Governor's proclamation with reference to unbereulosis among eattle.

RULE 1. Any shipper or owner of dairy or breeding eattle in states or territory scheduled or to be scheduled by the Governor on account of tubercalosis among cattle, desiring to ship such cattle into the State of Illinois, must, before offering the same for shipment to any railroad or transportation company—which is meant to include boats, ferries and bridges—or before driving the same into this State, have such extle tested with tuberculin by a veterinarian recognized by the sanitary authorities of the state in which such owner or shipper resides, and authorized by such authorities to make such tests.

AMENDMENT

To the rules and regulations prescribed by the State Board of Live Stock Commissioners of Illinois governing the importation of dairy and breeding cattle into the State of Illinois from other states and territories and incorporated in the Governor's proclamation with reference to tuberculosis among earthe of date June 13, 1899.

Rule 2, of said proclamation, is revised to read as follows:

Rule 2. Before any such eattle destined for shipment as aforesaid are offered to any railroad company for such shipment, or are driven into the State of Illinois, they must be tested with tuberculin by a veterinary inspector duly on thinlife day the State Veterinary Sanitary authorities of the state from which such eattle are to be shipped or driven, who has been accepted by the State Board of Live Stoke Commissioners of Hinois 17 make such tests in accordance with the rules of said board. On the completion of said test, said veterinary inspector shall make out a statement of the temperatures in duplieate of such cattle as shall not show a reaction to the tuberculin test to exceed 1.5 degrees in excess of the highest temperature taken before injecting with tuberculin, filling out properly all blanks therein, he shall certify such statement and when the owner of the eattle shall have made the affidavit on the back thereof that the animals to be shipped are the identical animals referred to in the certificate, said vetermary inspector shall deliver the original copy of said certificate to said owner and shall mail the duplicate copy therecopy to sake century of the State Board of Live Stock Commissioners at Spring-field, Illinois. The shipper may then immediately ship such certified cattle, by presenting the original copy of certificate to the railroad company, to be attached to way-bill, memorandum bill, or bill of lading accompanying the shipment. (Note-Blanks will be furnished on application to the Secretary of the State Board of Live Stock Commissioners, Springfield, Illinois.)

RULE 3. In conducting such tuberculin test, the veterinarian shall take at least four periminary temperatures at intervals of two hours, during the day of the evening of injecting, and at least five temperatures at intervals of two hours, commencing ten hours atter injection.

RULE 4. No shipment of dairy or breeding cattle destined to any point in the State of Illinois, from states and territory described and designated in the proclamation of the Governor aforesaid, shall be received by any railroad or transportation company doing business in the State of Illinois, from the original shipper, or from any connecting railroad or transportation company, unless the same be accompanied by the certificate designated in Rule 2, properly endorsed as provided therein; such certificate to be attached to the waybilf, memorandum bill or bill of lading accompanying the shipment, and to be delivered with said bill to the consignee.

RULE 5. Any darry or breeding cattle (cows, bulls or calves), shipped or driven into the State of Illinois from other states and territory designated and described in the Governor's proclamation aforesaid, without being accompanied by the certificate aforesaid, properly endorsed, will, upon discovery, be placed in quarantine until tested with tuberculin by a veterinarian designated by this board, which test shall be made at the expense of the owner; and any cattle that shall react to such test and be condemned, will be destroyed without compensation to the owner.

This proclamation to go into effect and be in force from and after the first day of July, A. D. 1899.

AN ACT to prevent the introduction and spread in Illinois of the San Jose seale and other dangerous insects and contagious diseases of fruits. [Approved April II, 1899. Session Laws 1809, p. 49.]

- Whenever any trees, shrubs, plants or vines are shipped into the State from another state, country or province, every package thereof shall be plainly labeled on the outside with the name of the consigner, the name of planty moved on the outside with the latter of the consignee, and a certificate showing that the contents have been inspected by a State or Government officer, and that the trees, vines, shrubs or plants, therein contained appear free from all dangerous insects or diseases. Whenever any trees, shrubs, vines or plants are shipped into this State without such certificate plainly fixed on the outside of the package, box or car containing the same, the fact must be reported within twenty-four hours to the State Entomologist by the railway, express or steamboat company, or other person or persons carrying the same, and it shall be unlawful to deliver any such property until it has been inspected by the State Entomologist or his assistants and by him or them certified to be free from daugerous insects or contagious diseases. Any agent of any railway, steamboat or express company, or other person or persons carrying such property as aforesaid who shall fail to give such notice as above required shall be deemed guilty of a violation of this act. When nursery stock is shipped into this State accompanied by a certificate, as herein provided, it shall be held prima facie evidence of the facts therein stated, but the State Entomologist, by himself or his assistants, when they have reason to believe that any such stock is infested with dangerous insects or infected with contagious diseases, shall be authorized to inspect the same and subject it to like treatment as provided in section 2 of this act.
- § 4. Any person violating or neglecting to carry out the provisions of this act, or oftering any hindrance to the carrying out of this act, shall be adjudged guilty of a misdemeanor and upon conviction before a justice of the peace shall be fined not less than ten dollars and not more than one hundred dollars for each and every offense, tygeher with all the costs of the prosecution, and shall stand committed until the same is paid. It shall be the duty of the State's Attorney to prosecute all violations of this act, and all amounts so recovered shall be paid over to the treasurer of the State.

^{§ 7.} Whereas an emergency exists, therefore this act shall take effect and be in torce from and after it passage.

RULES OF PRACTICE

N

All Cases and Proceedings Before the Commission.

Adopted by the Railroad and Warehouse Commission of Illinois, May 4, 1897.

In Force From and After June 1, 1897.



RULES OF PRACTICE.

1.

REGULAR SESSIONS.

The regular sessions of the Commission for hearing contested cases and cases under the interlocking law will be held at its office in Springfield, Illinois, on Tuesday after the first Monday in-each mouth, and continue from day to day thereafter, if necessary, until the busines of such meeting is finished. But if the day above designated for such meeting shall at any time fall upon an election day, or a legal holiday, then the meeting shall be held upon the day following.

Sessions for receiving, considering and acting upon petitions, applications and other communications, and also for considering and acting upon any business of the Commission, other than contested cases, may be taken up and disposed of at any time that a quorum of the Commission may be present.

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SPECIAL SESSIONS.

Special sessions may be held at other places, when, in the judgment of the Commission, the public interest requires it.

3.

MEETINGS IN CHICAGO.

The Commission shall meet at the office of the chief Grain Inspector, in the city of Chicago, on Thursday after the first Mouday in each month, for the purpose of auditing the bills of the Grain Department, and for the transaction of such other business as may legally come before it.

4.

COMPLAINTS.

All complaints must be by petition, printed or written (or pattly printed and partly written), setting forth briefly the facts claimed to constitute a violation of the law, and must be verified by the petitioner, or by some officer, agent or corporation, society or organization, or other body making the complaint, who must be a party in interest, to the effect that the allegations of the petition are true to the best of the knowledge or belief of the affiant, and may be sworn to before any officer authorized to administer oaths in the State of Illinois. The name of the carrier or carriers complained against must be stated in full, and the address of the petitioner, with the name and address of his attorney or connselven, if any, must appear upon the petition.

5

SERVICE OF PETITION.

The Commission will cause a copy of the petition, with notice to satisfy or answer the same within a specified time, to be served personally or by mail in its discretion, upon each carrier complained against.

6.

ANSWERS.

A carrier complained against must answer within twenty days, unless extended, from the date of a notice, but the Commission may, in a particular case, require the answer to be served within a shorter time. The time prescribed in any case may be extended, upon good came shown, by special order of the Commission. Original auswers must be filled with the Secretary of the Commission, at its office in Springfield. The answer must admit or deny the material allegations of the petition, and may set forth any additional facts claimed to be material to the issue. The answer must be verified in the same manner as the petition. If the carrier complained against shall make satisfaction before answering, a written acknowledgment thereof must be filled by the complainant or petitioner, and in that case the effect of satisfaction, without other matter, may be set forth in the answer. If satisfaction, who were the satisfaction of the satisfaction of the satisfaction, shall be filled with the Commission and served. The filing of an answer, however, will not be deemed an admission of the sufficiency of the petition, but a motion to dismiss for insufficiency may be made at the hearing.

7

SERVICE OF PAPERS.

Copy of notices or other papers must be served upon the adverse parties personally or by mail; and when any party has appeared by attorney, service upon such attorney shall be deemed proper service upon the party.

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AMENDMENTS.

Amendments to any petition or answer in any proceeding or investigation may be allowed by the Commission in its discretion.

9.

EXTENSION OF TIME.

Extension of time may be granted upon the application of any party to the proceeding in the discretion of the Commission.

10.

STIPULATIONS.

The parties to any proceeding or investigation before the Commission may, by stipulation in writing filed with the Secretary, agree upon the facts, or any portion hereof involved in the controversy, which stipulation shall be regarded as evidence on the hearing. It is desired that the facts be thus agreed upon whenever practicable. 11.

HEARINGS.

Upon issue being joined the Commission will assign a time and place for hearing the case, which will be at its office in Springfield, unless otherwise ordered. Witnesses will be examined orally before the Commission, and their testimony taken down and filed in the case, unless the facts be agreed upon as provided for in these rules. The complainant must in all cases establish the facts alleged to constitue a violation of the law, unless the carrier complained against admits the same or fails to answer the petition. Facts alleged in the answer must also be proved by the carrier unless admitted by the petitioner. In case of failure to answer, the Commission will take such proof of the facts as may be deemed proper and reasonable, and make such order thereon as the circumstances of the case require.

12.

WITNESSES AND SUBPŒNAS.

Subpenas requiring the attendance of witnesses will, upon the application of either party, or upon the order of the Commission, be issued by the Secretary, under the seal of the Commission. Subpenas for the production of books, papers or documents (unless directed to issue by the Commission upon its own motion) will only be issued upon application in writing; and when it is sought to compel witnesses, not parties to the proceeding, to produce such documentary evidence, the application must be sworn to and must specify as mearly as may be the books, papers or documents desired, and that the same are in possession of the witness or under his control; and also by facts stated in said application show that they contain evidence material to the issue. Applications to compel a party to the proceedings to produce books, papers or documents, need only set forth in a general way the books, papers or documents desired to be produced, and that the applicant believes they will be of service in the determination of the case.

13.

PROPOSED FINDINGS.

Upon the final submission of the case, each party must prepare and submit for the cousideration of the Commission, proposed findings, embracing the material facts and propositions of law claimed to be established by the evidence.

14.

PRINTING OF PLEADINGS.

For convenience in reading and filing it is requested that pleadings, briefs and other papers of importance be printed or typewritten whenever practicable, and that only one side of the paper be used.

15.

COPIES.

Copies of any petition, complant or answer in any matter or proceeding before the Commission, or of any order, decision or opinion by the Commission will be furnished without charge upon application to the Secretary by any person or party to the proceeding. Copy of testimony will be furnished upon such terms as the Commission shall prescribe. Copies of blank forms as contained in these rules will be furnished on application by the Secretary without any charge. This rule shall not apply to copies of opinions, orders or other papers in interlocking or crossing cases.

16.

ADDRESS OF THE COMMISSION.

All complaints concerning anything done, or omitted to be done, by any common carrier and all petitions or answers in any proceeding or application in relation thereto, and all letters and telegrams should be addressed to the chairman of the Commission at Springfield, Illinois, unless otherwise specially directed.

17.

QUORUMS.

Two members of the Commission shall constitute a quorum for the transaction of all business that may come be fore the Commission, and if no quorum of the Commission be present on any day named in these rules for any regular meeting of the Commission, and there are causes on the docket ready for hearing, the Secretary of the Commission shall adjourn such meeting from day to day (noting the same upon the record) until a quorum is present for transaction of business, at which the hearing shall be proceeded with in the same manner as it would had a quorum been present on the day named in the rules of said meeting. When the Secretary shall be aware in advance that a quorum will not be present on the day named for regular meeting, he shall, so far as practicable, advise all interested parties by letter or otherwise, of the fact, and also let them know on what day a quorum is expected to be present.

18.

MANNER OF CONDUCTING CASES.

In all contested cases the petitioner will open and close the case. Each party to the hearing will be allowed to introduce such evidence as is admissible under the common law rules of evidence, and each party will be fully heard in argument upon all points of the case by the counsel or other representatives.

19.

PRACTICE.

The Commission will be governed by the practice which obtains in the Circuit Courts of Illinois, so far as the same is applicable.

FORMS.

No. 1.—Complaint Against Carriers.

$$\left. \begin{array}{c} \text{A. B.} \\ vs. \\ \text{The} \dots \text{...Railroad Co.} \end{array} \right\} \text{ss.}$$

The petition of the above named complainant respectfully shows:

- That (here let complainant state his occupation and place of business.)
 That the defendant above named is a common carrier engaged in the transportation of freight and passengers by railroad, and as such common carrier is subject to the laws of the State of Illinois.
 - III. That (here state concisely the matters complained of).
- Wherefore the petitioner prays that the defendant may be required to answer the charges herein, and that upon a final hearing hereof the commission will make such order in the premises as may seem meet.

Dated at Illinois, day of A. D....

A. B.

Complainant's Signature.

A. B. being duly sworn, upon his oath, states that he is the complainant in this proceeding, and that the matters set forth in the foregoing petition are true as he verily believes.

A. B.

Subscribed and sworn to before me this......day of......A. D. 19....
C. D., Justice of the Peace.

(Or other officer authorized to administer oaths.)

FORMS.

No. 2.-Answer.

The Railroad Co. ats. A. B.

The above named defendant for answer to the complainant in his proceeding respectfully states:

That (here follows the usual admissions, denials and averments.)
 Wherefore the defendant prays that the complaint be dismissed,

The Railroad Co.

By E. F. (Title of Officer.)

E. F.

Subscribed and sworn to before me this.....day of.........A. D. 19....
C. D., Justice of the Peace.

Or other officer authorized to administer oaths.)

RULES OF PRACTICE IN CROSSING AND INTERLOCKING CASES.

I.

For the hearing of cases arising under the act approved May 27, 1889, concerning erossings, and the act approved June 2, 1891, concerning interlocking, there shall be held at the office of the Commission, in the State House, in Springfield, a regular meeting of the Commission on the Tuesday after the first Monday in each month, and continuing from day to day thereafter, if necessary, until the business of such meeting is finished; but if the day above designated for such meeting shall at anytime fall upon a general election day or legal holiday, then the meeting shall be held upon the day following.

II.

If no quorum of the commission shall be present on any day named in these rules for any regular meeting of the Commission, and there are causes on the docket ready for hearing, the Secretary of the Commission shall adjourn such meeting from day to day inoting the same upon the record), until a quorum is present for the transaction of business, at which time the hearing shall be proceeded with in the same manner as they would had a quorum been present on the day named in the rules for said meeting. When the secretary shall be aware in advance that for any reason a quorum will not be present for the transaction of business on the day named for a regular meeting, be shall, so far as practicable, advise all interested parties by letter or otherwise of the fact, and also let them know on what day a quorum is expected.

III.

Upon the filing of any petition in pursuance of any of the provisions of either of such acts, the Secretary of the Commission shall at once issue and cause to be served upon or delivered to the defendant in such petition such notice as the law requires, or as may be prescribed by the Commission; and the Secretary shall also, for the better information of such defendant, mail to its president or general manager a copy of the petition; but a failure by defendant to receive the letter shall not be taken as a failure of notice.

IV.

If the notice provided for in the last rule shall be served upon or received by the defendant ten days before the next regular meeting of the Commission as above established, the case shall stand for hearing at that meeting; but if such notice shall be served or received less than ten days before such regular monthly meeting, then such petition shall stand for hearing at the next regular monthly meeting succeeding that one.

٧.

In the case of any proceeding begun under the said interlocking act of 1881, by a citation issued by order of the Commission instead of by petition, the Secretary shall make such citation returnable at the next regular monthly meeting of the Commission, if the same shall take place ten days or more after the time of issuing such citation; but if such citation shall not be served upon any defendant therein named ten days or more prior to the first day of the next meeting, then such citation shall stand for hearing at the next regular meeting succeeding.

VI.

Such answer as any defendant may desire to make to any petition, or such return as any company may desire to make to any citation which may be issued, shall be filed in the office of the Commission not later than the morning of the day upon which said petition or citation stands for hearing upon the docket in accordance with these rules; and such answer or return shall close the written pleadings in the case.

VII.

Cases shall stand for hearing at such regular meetings in the order of their numbers unless the Commission shall for good eause vary such order; and in the general manner of conducting hearings, producing testimony, etc., the Commission will be governed by the general system of practice which obtains in the Circuit Courts of Illinois, so far as the same is applicable to these proceedings.

VIII.

All evidence offered on any such hearing shall be reported in full by the stenographer of the Commission, who shall write the same out correctly in typewriting, and file the same for reference with the papers in the case in which the same is taken.

IX.

Every case which may for any reason remain on the docket, not finally disposed of at the conclusion of any such regular meeting of the Commission, shall stand continued to the next regular meeting, and the Searetary shall enter an order to that effect, in such case, without specific action or instructions by the Commission.

X.

The Secretary of the Commission is hereby empowered, without further specific order, to issue from time to time, under his hand and the seal of the Commission, such subpremas for witness in any cause arising under either of said acts as any party thereto may request to be issued. Said Secretary shall advance no fees for the service of any such subpremas, but leave the party calling for the same to serve it or procure it to be served as he shall think fit.

XI.

In every trial had under these rules, the petitioner will open and close the case. Each party to the hearing will be allowed to introduce such evidence as to facts and expert questions as may be thought necessary, provided the same is admissible under the common law rules of evidence; and each party will be fully heard in argument upon all points of the case by coursel or other representative; but no petition for rehearing will be entertained in any such case, unless the right to present the same is expressly reserved in the final decree or order of the Commission.

XII.

The petition mentioned in section 1 of this act of 1891, concerning interlocking, will be deemed sufficient if in substantially the following form:

locking, will be deemed sumceth it in substantially the following torm:
To the Railroad and Warehouse Commission of the State of Illinois:
The Rail Company represents that it owns and operates a certain railroad extending from to within the State of Illmois; that the main track of sail railroad crosses at grade the main track of the Rail Company in the County of that petitioner desires to unite with the said Company in protecting said crossing with proper devices and appliances, thus searling greater safety to persons and property, and enabling trains to pass said crossing without stopping, but is unable to agree with said company upon a plan of the same, that the public good requires that said crossing be so protected; and petitioner files herewith a plat showing the location of the tracks involved in said crossing, and make said plat a part of this petition.
particular construction of the construct
In consideration of the premises, petitioner prays this Commission to give notice to the said
Petitioner.
Its Solicitor.
XIII.
The notice to be given in pursuance of section 1 of said act of 1891, may be in substance as follows:
Office of the Railroad and Warehouse Commission of the State of Illinois.
To the
You are hereby notified that on the day of

You are hereby notified that on the ... day of ... 190... the ... Rail ... Company filed in the office of the Railroad and Warehouse Commission of the State of Illinois a petition, praying for the protection, by proper devices and machinery, of a certain grade crossing of the main tracks of your railroad and that of the said petitioner, situated.

in the county of a detection of the General Assembly approved June 2, 1891, entitled "An act to protect persons and property from danger at the crossings and junctions of rail-

The Commission will, if practicable, advise you of the time when the site of said crossing will be viewed, so you may be present if you desire.

Witness.......Secretary of said Commission, and

Secretary.

XIV.

The citation provided for in section 2 of said act of 1891, may be in substantially the following form:

WHEREAS, Facts have come to the knowledge of the Railroad and Warehouse Commission of the State of Illinois, which give the said Commission cannot be legions that the grade accessive between the said Commission

Rail Company, are hereby notified and cited to come before the said Railroad and Warehouse Commission at on the day of 19 at the hour of o'clock

...m., then and there to show cause why you should not be required to unite with said.

Rail.

Company in providing said crossing with such safety appliances, devices and machinery, as may, in the judgment of said Commission, after full hearing, be thought requisite for the proper protection thereof; and said Commission, in case the protection of said crossing is, after hearing, deemed necessary.

will also, unless the companies agree thereon, prescribe and order proper devices, machinery and appliances for the protection of said crossing, and also fix the proportion of eost each company concerned shall pay for the construction, maintenance and operation thereof; upon all which matters you will, through your proper officer or counsel, be fully heard at the time and place specified, if you see fit to appear.

WitnessSecretary of said Commission, and

Secretary.

YV.

The form of notification	n to be	given in cases arising under the act o	f 1889.
concerning crossings, m	ay be it	u substantially the following form:	

The Commission will, if practicable, advise you of the time when the site of said crossing will be viewed, so you may be present if you desire.

Vitness			
the seal thereof, a		this	
day of	. A. D. 189		

Secretary.

INTERLOCKING DEVICES.

Stalutory Provisions and Rules Governing Same.

STATUTORY PROVISIONS.

Act relating to crossings on the same level; approved June 3, 1887, in force July 1, 1887.

AN ACT in regard to dangers incident to railroad crossings on the same level.

SECTION 1. That when and in ease two or more railroads crossing each other at a common grade, or any railroad crossing any stream or harbor by swing or draw bridge, shall, by a system of interlocking and automatic signals, or by other works, fixtures and machinery, to be erected by them, or either of them, render it safe for engines and trains to pass over such crossing or bridge without stopping, and such system of interlocking and signals, works or fixtures shall first be approved by the Railroad and Warehouse Commissioners, or any two of them, and a plan of such interlocking and signals, works and fixtures, for such crossing, designating the plan of crossing, shall have been filled with such Railroad and Warehouse Commissioners. then, and in that case, it is hereby lawful for the engines and trains of any such rail-road or railroads to pass over such crossing or bridge without stopping, any law, the provisions of any law, now in force to the contrary notwithstand-clared not to be applicable in such case: Provided, that the said Railroad and Warehouse Commissioners shall have power in case such interlocking system, in their judgment, shall, by experience, prove to be unsafe or improved May 28, 1891.]

§ 2. The said Railroad and Warehouse Commissioners may appoint a competent civil engineer to examine such proposed system and plans, and report the result of such examination for the information of such Railroad and Warehouse Commissioners, and said Railroad and Warehouse Commissioners are hereby authorized to allow and reward five dollars per day as a compensation for the services of such civil engineer, or such reasonable sum as such commissioners shall deem fit, and to allow and reward such other and turther sums as they shall deem fit to pay, all other fees, cost and expenses to arise under said application, to be paid by the railway company or companies in interest, to be taxed and paid or collected as in other cases. And the said for their approval of any such system of interlocking and signals, works or fixtures, to require of the applicant security for such fees, costs and expenses, or the deposit, in lieu thereof, of a sufficient amount in money for that purpose, to be fixed by them.

APPROVED June 3, 1887,

ILLINOIS INTERLOCKING ACT, APPROVED JUNE 2, 1891.

AN ACT to protect persons and property from danger at the crossings and junctions of railroads by providing a method to compel the protection of the same.

SECTION 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly. That in every case where the main tracks of two more railroads cross at a grade in this State, any company owning or operating any one of such tracks, whose managers may desire to unite with others by protecting such crossing with interlocking and other safety devices, may file with the Railroad and Warehouse Commission a petition stating the facts of the situation, and asking said Railroad and Warehouse Commission or order such crossing to be protected by interlocking signals, devices and swirches, or other safety appliances. Said petition shall be accompanied by a plat showing the location of all tracks; and upon the filing thereof, notice shall be given to each other company or person owning or operating any track involved in such erossing, and the said Railroad and Warehouse Commission shall thereupon view the site of said crossing, and shall, as soon as practicable, appoint a time and place for the hearing of such petition.

§ 2. If the said Railroad and Warehouse Commission shall, from information obtained in any manner, have cause to believe that any such grade crossing as described in section one of this act, is dangerous to the public, or to persons operating trains, and requires protection, then it shall be the duty of the said commission, without any petition, and of its own motion, to cite the several companies or persons owning or operating the railway tracks forming such crossing, to come before said Commission at such time and place as may be named, and show cause why they should not be required to

provide such crossing with interlocking or other safety appliances.

- 3. At the time and place named for hearing under any petition filed in pursuance of section one of this act, or in any citation issued in pursuance of section two thereof, unless the hearing is for good cause continued, said Railroad and Warehouse Commission shall proceed to try the question whether or not the crossing shall be protected by interlocking or otherwise, and shall give to all companies and parties interested an opportunity to be fully heard, and said Commission shall, after such hearing, enter an order upon a record book or docket, to be kept for the purpose, denying the petition or discharging the citation if the protection of such crossing as proposed is deemed un-necessary, or, if said Commission shall be of opinion, from the evidence and facts produced, that the public good requires that such crossing be protected, then the Commission shall enter an order prescribing an interlocking device or equipment for such crossing, in case the companies interested can not agree upon a device, in which order shall be specified the kind of machine to be used, the switches, signals and other devices or appliances to be put in, and the location thereof, and all other matters which may be deemed proper for the efficient protection of such crossing, and said Commission shall further designate in such order, the proportion of the cost of the construction of such plant, and of the expense of maintaining and operating the same, which each of the companies or persons concerned shall pay. In case, however, one railroad company shall hereafter seek to cross at grade with its track or tracks, the track or tracks of another railroad company, and the Railroad and Warehouse Commission shall determine that interlocking and other safety appliances shall be put in, the railroad company seeking to cross at grade shall be compelled to pay all costs of such appliances, together with the expense of putting them in and the future maintenance thereof.
- § 4. It shall be the duty of every railroad company or person owning or operating any track involved in any such crossing to comply with and carry out fully, or unite with the others in doing so, any order of the said Railroad and Warehouse Commission made in pursuance of any proceeding instituted or had under this act, such work to be completed within ninety days after such order is made, unless the Railroad and Warehouse Commission shall, for good cause shown, extend the time, and when any such plant shall have been completed and made ready for use, it shall be the duty of the companies or persons concerned to notify the said Railroad and Warehouse Commission thereof, whereupon said Commission shall inspect or cause to be inspected

the said completed plant in the same manner as is now provided in the act upon that subject approved June 3, 1887; and if, upon such inspection, the said plant is deemed to be well constructed and suitable and sufficient for the purpose, the said Railroad and Warehouse Commission shall issue a permit empowering the several companies or persons owning or operating the tracks involved therein to run such crossing without stopping under such rules and regulations as may be in force, or may thereafter be adopted, by the said commission, any law now in force upon the subject of stopping trains at rail-way crossings to the contrary notwithstanding.

- § 5. Any company, person or corporation refusing or neglecting to comply with any order made by the said Railroad and Warehouse Commission in pursuance of this act shall forfeit and pay a penalty of \$200 for each week of retusal and neglect, the same to be recovered in an action of debt in the name of the People of the State of Illinois, and to be paid, when collected, into the county treasury of any county where any such suit may be tried.
- § 6. All expenses incurred in any proceeding under this act shall be paid by the railway companies concerned, in equal pertions, upon bills to be rendered by the Secretary of said Commission.
- § 7. Every junction of two or more railroad tracks, whether the tracks joining each other are owned by different companies or by the same company, shall be taken and deemed to be a crossing within the meaning of this act: Procided, that this section shall not apply to switch, spur or side tracks.

(For rules governing the construction of interlocking devices, see next page.)

RULES GOVERNING THE INSTALLATION OF INTER-LOCKING DEVICES.

For the information of railroad officials contemplating the construction and operation of interlocking devices for the protection of grade crossings and junctions, in accordance with the statutory provisions governing the same, as defined in the foregoing acts, the following general rules and specifications are adopted and will be held as requirements by the Railroad and Warehouse Commission, where the approval of any such interlocking signals and switches or permit for operating the same, is applied for, as provided in the several acts of the General Assembly concerning interlocking:

> INFORMATION TO BE FILED WITH THE SECRETARY OF THE COM MISSION WITH PETITION FOR APPROVAL OF ANY PLAN, AND FOR INSPECTION OF ANY INTERLOCKING SYSTEM.

1.

Request plan.

Prior to the commencement of the erection of an interlocking equest for Prior to the commencement of the erection of an interlocking approval of system, there should be filed with the Secretary of the Commission, for approval of or amendment by the Consulting Engineer, a complete plan in duplicate showing the location of all main tracks, sidings, switches, cross overs, spur tracks, buildings and other obstructions to the view, at or in the vicinity of the crossing or junction to be protected; also showing the proposed location of all switch points, signals, locks, detector bars, tower, etc.,-the same to be fixed by measurement indicated by plain figures, or by a plan drawn to a scale of no less than fifty feet nor more than one hundred feet to one inch.

> The grade of each track per one hundred feet must be shown on the said plan, also the direction in which trains are moved thereon. All tracks must be marked "main," "side," "transfer," etc., according to use.

> At each switch, derail, signal, detector bar, lock, etc., shown on the said plan there must be marked the number of the lever to operate the same.

II.

Plan of completed tem.

A petition for inspection of any interlocking system filed as provided in the acts of 1887 and 1891, must be accompanied by a plan similar to that described in Article I, with all corrections made thereon that may be necessary to show the interlocking system as completed.

III.

A complete diagram of locking must be furnished with petition plagram of for inspection of any interlocking system. This diagram must locking correspond with the arrangement of locking dogs as finally located and fixed.

IV.

A manipulation sheet showing the combination necessary to be Manipulation set up for each of the several routes governed by signals must be sheet. furnished with pertion for inspection.

7-

Where special instructions are issued for the guidance of em-Copy of rules, ployes using the tracks within the lunits of an interlocking system of unusual completity, a copy of such instructions should be furnished with the petition for inspections.

IMPORTANT REQUIREMENTS AND RECOMMENDATIONS FOR GUIDANCE IN CONSTRUCTION.

177

It being designable that a uniform system of signals should be \$150 of signals used at all interducking systems it is recommended that all \$50 of signals and should be of the semaphore type, All signals must be so constructed as to go to the danger person by force of gravity in ease the connections between the constructed as to go to the danger person by force of gravity in ease the connections between the constructed have signal are broken. All semal must be presided with a lamp, showing from their properly focused, and a in k light, except as herein after provided.

VII.

The home signal should, when producible, be located on the tome Signal, engineman's side of the track it governs, and should be not less than fifty GO feet nor more than two hundred (200) feet in advance of the point it governs, except where special conditions exist. The signal must point to the right of the track it governs, and should have a square end. Who the derail or facing point or crossing is set against the train in woments governed by the home signal, the signal must be locked in a horizontal position, showing red, or danger color light by nebt, indicating "danger-stop," When the track it governs is clear and safe for the passage of trains the signal may be inclined at an angle of about sixty (60) decrees or more, from the horizontal, showing a white, or line clear light by night to approaching train, indicating "clean sixty (60) decrees or more, from the horizontal, showing a white, or line clear light by night to approaching train, indicating "clean sixty (60) decrees or more, from the horizontal, showing a white, or line clear light by night to approaching train, indicating "clean sixty (60) decrees or more, from the laces govern main or high speed routes, and the lower signal the diverging route or routes. In mechanical interlocking systems the home signal may be worked by either pipe or wire connections. In case wire is used

VIII.

Distant sig-

The distant signal should belocated not less than twelve hundred (1200) feet in advance of the home signal with which it operates, on the same side of track, with the arm pointing in the same direction. The distant signal should be distinguished by a notch cut in the end of a semaphore arm. It must be so arranged and connected with the home signal that it will be held in a horizontal position, showing green or eaution color light by night to approaching train when the home signal indicates danger. The distant signal must be worked by two lines of wire.

Rotating indicators, known as pot or disc signals, should only Switch indibe used as switch judicators, operating with the switch.

Dwarf signal.

Dwarf signals having a small arm and suitably adapted as to height, should be similar in design and location to the home signal. They should be used only to govern movements on secondary tracks or movements against the current of traffic on main tracks when such reverse movements become necessary, and where necessary in yards.

Bracket posts. Bracket posts should be used in all cases where it is necessary to signal trains, on different tracks, operated in the same direction, from the same main post; the position of the posts on the bracket to correspond to the position of the track on which movements are to be governed.

General ar-

The signal man in the tower should be able to see the arms and rangement the back lights of all signals; the back lights of the lamps to be made as small as practicable, having regard to efficiency. When the front lights are visible to the signalman in the tower no back lights will be required. If from any unavoidable cause the arm or light of any signal can not by seen by the signalman, a repeater or indicator should be provided in the signal tower.

XIII.

in tower.

Fixed lights The fixed lights in the signal tower should be screened off so as not to be mistaken for the signals exhibited to control the running of trains.

71Z

Derails in tracks.

Where the grade is practicably level or ascending toward the high speed erossing the derailing points on high speed main line tracks must, in every case, be located at least three hundred (300) feet in advance of the crossing which it is intended to protect, and, when in the opinion of the consulting engineer of the Commission it is desirable and practicable, the derail on such tracks should be at least four hundred (400) feet in advance of the crossing.

> In case of a decending grade toward the crossing the derailing point must be located at such a distance from the crossing as to give the same measure of protection that is required for level approach.

Where a single main high speed track crosses another railroad, at grade, and trains are moved in both directions on such single track, then derails must be provided therein on both sides of the crossing in accordance with the foregoing requirements.

Guard rails will be required in interlocking systems hereafter Guard rails, constructed wherever the consulting engineer shall deem them necessary.

77

On secondary tracks, such as switching, drilling, storage and Derail points low speed tracks, the derail point should be located so as to give on secondary the same measure of safety required for high speed tracks.

$\Gamma Y Z$

When the crossing is made by a switching, drilling, storage or Derail for low speed track with a high speed track on which trains are moved in both directions the derail on the high speed track should be located on each side of the crossing, and at the distance therefrom indicated in article XIV. A derail should be located on the secondary tracks on each side of the crossing, according to the requirements of article XIV.

XVII.

In case two or more secondary low speed tracks cross each other perails on adapting and the advance of the crossing. The distance of the derail in advance of the crossing should be governed by the kind of traffic upon such tracks, provided that the same measure of safety is secured at such crossings as is required for the protection at crossings of high speed tracks.

· XVIII.

In case a spur, siding or switch track connects with the main Derails on track between the derail and the erossing which it protects, the spur or siding should be treated as the crossing track, and be provided with a derail in accordance with the foregoing requirements.

XIX.

In case of double track crossings where trains are moved on bench track, as a rule, in one direction, a derail should be proposed for bounded for back-up movements, and for the further purpose of insuring clearance of crossing before clearance signal can be given on opposing route. The back-up derail should be placed not less than one hundred and fifty (150) feet nor more than three hun-

XX.

dred (300) feet from the crossing.

In mechanical interlocking plants all details and point switches Derails -- how whether facing or trailing, must be worked either by iron or steel pipe not less than one inch in diameter.

XXI.

All slip switches, movable point frogs and derails should be Locks for delocked either by a separate line of connections from those used of rails, slip move such slip switches, movable point frogs or derails or by witches double pointed switch and lock movement of approved pattern, point frogs.

Where the double pointed switch and lock movement is used on high speed main tracks it must be in connection with a bolt lock operated with the home signal, which indicates the position of the facing point.

XXII.

Switch movements should be located on long ties extending a Switch movesufficient distance from the rail or on other suitable foundation, and the switch movement should be further connected with the rails by a continuous plate extending under the rails, fitted with rail braces to insure accurate adjustment and maintenance of gauge of track. All ties to which lock movements or switch and lock movements are fastened; should be firmly strapped to adiacent ties.

XXIII.

All derails, facing point switches, skotch blocks, torpedo sig-Detector bars nals or other fixtures used in either changing the route or impeding the progress of trains shall be protected by detector bars. These detector bars must be at least fifty (50) feet in length. The first interval of the movement of the switch lever which withdraws the locking pin must at the same time raise the detector bar above the level of the rail. The final movement of the switch lever must advance the detector bar to its normal position—level with the rail. If the detector bar is not worked on the switch lever it must be actuated before the switch is moved in either direction.

XXIV.

When, in the opinion of the consulting engineer of the com-mission it is practicable, detector bars or electric locking will be required at each crossing. Crossing bars should be interlocked with the movement that operates the derails to insure a clear crossing before an opposing route can be set or signal be given.

XXV.

In all mechanical interlocking the levers by which points and Arrangement signals are worked should be grouped in a tower and supported on a suitable foundation, which should be independent of the foundation of the tower. All levers should be pivoted on one common center. So far as may be practicable and consistent with a simplified lead-out, the levers, especially in large machines, should be so arranged that those used in any route combination shall be near together, preference being given to combibinations must often set up. The levers should be numbered from left to right. The visible parts of the levers above the machine, except the fluished part of the handle, should be painted as follows: Switch levers, black; lock levers, blue, switch and lock levers, black and blue; home signal levers, red; distant signal levers, green; and movable point frog levers, vellow,

XXVI.

The locking should be actuated by the action of the latch rod, Prelimina or by a device performing similar service in advance of the first movement of any lever. The first act in reversing a lever must lock the levers of all conflicting routes.

TLXXX

Locking

The levers should be so arranged that while the signals are in their normal position, i. e., at Danger, the levers operating points shall be free to move: Provided, however, that the preliminary act of reversing any lever shall lock all signal levers controlling opposing routes. The arrangement of locking must be such as to make it impossible for the signalman to lower the signal for the approach of the train until he has first set the points in the proper position for it to pass over the route governed by such signal. The locking must be so devised as to make it impossible for the signalman to exhibit at the same moment any two signals or combination of signals that can lead to a collision.

TILYXX

signal towers. Signal towers should be so placed and of such height as to afford the best possible view of the signals and other parts of the interlocking system.

ZZIZZ

Automatic compensa

Each line of pipe operating points must be automatically compensated. Such automatic compensators must be located at such intervals in the line as to completely provide for expansion and contraction at various temperatures.

XXX

Foundation of All pape compensators and cranks must be fixed on suitable pensaturs and cranks.

tremeral

In case there are cross-overs, turn-outs or other connecting tracks involved in the general system upon which the movement of cars and trains present an element of danger, which danger will be enhanced by the passage of trains over crossings or junctions without stopping, and consequently at higher speed than would be the case without the permit sought, then, and in all such cases, whether such enhanced danger be of collision between different cars or trains of the same road, or between ears or trains of different roads, it cill be necessary, in addition to the protection of the main crossing, to provide by the proper derices and appliances against any such increased collateral dangers in the same complete manner that exceptinged in the case of the mean crossing. The material and workmanship must be in all respects first-class, and the entire system must be constructed in accordance with the best practice in signaling, and as a whole must, when completed, secure protection at every point within its limits, and be in every way suitable and sufficient for the purpose.

System to be - Inspection for issue of permit will not be made until the entire complete system is completed, connected and operated under orders to hold is home signal against trains until they have made a full stop for requested, the erossing or junction governed by such signal. And in no case will the inspection be made until all information hereinbefore specified to be furnished to the Secretary shall be on file in the office of the Commission.

HIXXX

In case any company desires to make any change in the me-Changes in chanical construction, arrangement or location of any interlocking system or machine now or hereafter operated under permit of the Railroad and Warehouse Commission, or any of the parts of such system, a new or supplemental petition, with amended plans, shall be filed with the Secretary of the Commission, showing specifically the nature of the changes proposed, and a new permit procured thereor to operate such system as changed or amended, and any such change made without a new permit first being procured in pursuance of this rule, or any change made by any company in the manner of moving cars and engines within the limits of the interlocking system not contemplated by the commission when the permit was issued, will be deemed ipso facto to work a forfeiture of the permit.

permit is is-

VIXXX

Blank forms for monthly reports of inspection and maintenance Monthly will be supplied to each railroad company having interlocking equipment in operation under authority from the Commission, and on the first day of each month it shall be the duty of the proper officer of each company to answer thereon as fully as practicable, and separately for each interlocking system or device. the questions set forth, and promptly forward the same to the consulting engineer of the Commission at Springfield.

ports of the general con-dition, etc., of each interlocking

In the event of a disagreement in the reports submitted for any interlocking system or device, and where such disagreement calls in question the safe operation thereof, it shall be the duty of the consulting engineer to examine such system or device and report its condition to the Commission.

Approved and adopted by the Railroad and Warehouse Commission September 8, 1897.

WILLIAM KILPATRICK, Secretary.

Frank G. Ewald, Consulting Engineer.



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